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American Railroad Journal.

New York, Saturday, March 8, 1862.

Foreign Commerce of the United States for 1861.

We have the Annual Report on the Finances of the Country for the year ending June 30th, 1861. The total value of the imports are shown to have been \$334,350,453, against \$362,163,942 for 1860—a falling off of only \$27,813,489. Of the imports, \$46,339,611 were in specie, against \$8,556,135 for 1860, showing a reduction in imports of merchandise equal to \$65,602,965. The total exports were \$248,505,454, against \$400,122,296 for 1860. The exports of specie for the year were \$23,799,870, against \$56,946,851 for the year previous. The falling off in the exports of general merchandise, or produce, consequently was \$183,431,861. The value of cotton exported is put down at only \$34,051,483, against \$191,806,555 for 1860; the excess in value for that year being \$157,755,073. The total crop for 1860, of 3,656,000 bales, went to market, and it is probable that the value of that exported was fully up to \$175,000,000, of which amount \$140,948,517 was not reported to the Treasury, in consequence of the seizure by the rebels of the Custom-houses in the seceding States. The whole crop went into commerce, and the ordinary business relations be-

tween the North and the South were not discontinued till after its proceeds were distributed as fully as in former years. The falling off in the exports of tobacco was not so great as in cotton; the value of that exported for 1861, being \$13,784,710, against \$15,906,547 for 1860. The value of exports of Rice for the past year were \$1,382,178 against \$2,567,399 for the previous one. The exports of both of these articles for 1861 were probably as great as in 1860. If we assume that the value of Southern produce exported for 1861, deducting cotton, of which the crop was a short one, to equal that exported for 1860, we shall have a larger exportation for the whole country for the past year, than for 1860, with a reduction of imports, exclusive of specie, of more than \$65,000,000. The large balance that was manifestly in favor of the country, resulting from its foreign commerce of the last fiscal year, explains the financial ease which has prevailed, and which enabled us to accumulate specie reserves unprecedentedly large.

The cotton went forward at a very early day at high prices. When the Southern ports were closed, they were entirely clear of produce. The demand for breadstuffs then set in, which has continued to the present moment. The exportation of these have not been affected by the war. In the meantime our imports had become reduced one-half their ordinary volume, enabling our people to meet the payment of them, for the first time, almost, in their history, with the produce of the Northern States. The value of the exports, being the products of agriculture of these States was \$101,655,833 for 1861, against \$48,451,894 for 1860. But no portion of the crop of 1861 went forward in that year. It is probable that the exports of domestic produce for 1862 will exceed that of 1861 by at least \$50,000,000. With the exports of manufactures, and the products of the forest and the sea, and foreign merchandise re-exported, together with some portion of the tobacco and cotton crops, and perhaps the whole of them, it will be readily seen that we are likely to have the balance of trade with foreign nations still more largely in our favor for the current than the past fiscal year. The falling off in our exports, counting cotton out, will be by no means in ratio to that of our imports. The imports into the port

of New York, for the first six months of the present fiscal year, have been only \$60,196,000, against \$131,941,000 for the previous year. The exports of domestic produce, for the same period, were \$81,810,000 against \$66,990,000 for 1860—a result most remarkable and most fortunate, considering the trying position of the country.

St. Louis, Alton and Chicago Railroad.

We have received a copy of the Second yearly report of the Receiver of this road to the trustees, of which the following is an abstract:

The earnings of the road for the fiscal year ending December 31, 1861, were:

| | |
|-----------------------|----------------|
| From passengers | \$426,388 96 |
| " freight | 630,420 32 |
| " mails | 24,127 58 |
| " express, etc. | 17,528 03 |
| | <hr/> |
| | \$1,098,464 89 |

And the expenses were:

| | |
|--------------------------|--------------|
| Repairs of road | \$112,818 18 |
| " bridges | 13,597 98 |
| " build'gs, etc. | 13,913 71 |
| " locomotives. | 62,075 46 |
| " cars | 112,728 33 |
| Locomotive running | 126,728 10 |
| Traffic expenses | 139,765 54 |
| General charges | 65,744 97 |
| | <hr/> |
| | 646,372 27 |

Total net earnings—41.16 per cent. ...\$452,092 62

Extraordinary renewals, viz:

| | |
|----------------------------|-------------|
| Locomotives | \$12,025 00 |
| Cars | 12,507 98 |
| Road | 133,118 31 |
| Bridges and culverts | 39,945 90 |
| Buildings, etc. | 14,459 67 |
| | <hr/> |
| | 212,056 86 |

Balance of earnings

\$239,935 76
The receipts of the road from December 5th, 1859, (the commencement of the Receivership) to December 31, 1860, being five days less than 13 months, amounted to \$994,569 40. The expenses of its operation, and maintaining its ordinary repairs and rolling stock, for the same period, amounted to \$768,783 20, or 77.52 per cent. of its receipts—being an excess of 18.68 per cent. over the average expenses of 1861.

The cost of extraordinary renewals in 1859-60 were \$285,517 70; in 1861, \$212,056 86—making a total of \$497,574 56. In addition to which the

sum of \$317,017 84 has been expended in the extinguishment of liens and liabilities directed to be paid by the "Decree," besides other general expenses, inclusive of interest on loan from bondholders, amounting to \$212,056 76—making a total of \$814,591 80 met from earnings, less \$240,405 70 loan from bondholders and receipts from other sources, leaving the total balance of assets in the hands of the Receiver December 31, 1861, over and above current and outstanding liabilities, inclusive of cash and stores, of \$88,759 68, from which \$22,054 58 should be deducted for the interest of 1861, due on bondholders' loan, now being paid, leaving the assets proper of the Receivership December 31, 1861, \$66,695 10. Its liabilities outstanding under the decree creating it, it is impossible to fix until the Commissioners, appointed to examine and verify various claims, file their award. If the liabilities of all classes outstanding are fixed at \$580,000, and \$50,000 of assets on hand as available in reducing them, about \$530,000 will have to be met by the future profits of the road, or liquidated by arrangements between the trustees and the creditors, before redeeming the road from the jurisdiction of the U. S. Court.

The decree of Nov. 30, 1859, directs that \$50,000 be expended annually out of the net earnings of the road in defraying the expenses of extraordinary renewals. As this appropriation was inadequate to meet the outlays of necessary improvements, the Court ordered an additional expenditure of \$400,000, which, if we include the present year, it being the third of the Receivership, gives the right to expend \$550,000 on permanent renewals. Of this sum, \$497,574 56 have been expended, leaving \$52,425 44 as applicable to future renewals.

Since the 3d of December, 1859, 14 locomotives, 6 passenger (including 1 sleeping car), 2 mail and express, 30 box freight, 20 cattle and 20 platform cars, costing in the aggregate \$190,489 60, have been added to the equipment of the road; which amount is included in the cost of permanent renewals.

The lease of the Joliet and Chicago Railroad, which expired on the 1st of July last, has been continued since as a verbal agreement, subject, however to the conditions previously made, viz: \$1,666 66 per month in consideration of the exclusive right to use and control its road stations and depots, with the benefit of its local business. 2d, the division of gross earnings of the line from Chicago to Alton, in proportion of 220 to 37, these numbers being the respective length in miles of each road. 3d, 35 per cent. is retained by the Receiver out of the proportion of gross earnings on the division above stated, for the operating and other expenses of the two roads, besides \$3,333 33 per month is computed as compensation for use of rolling stock, divided in the proportion of 220 to 37. 4th, the Joliet and Chicago Railroad Company maintains at its own cost, the repairs of its track, stations, turn-outs and depots.

The traffic over the Terre Haute road between Alton and East St. Louis, is fixed by an agreed tariff, and freight carried by the Alton Packet Company is adjusted on like conditions. The amounts paid for service performed from December 5, 1859 to December 31, 1861, has been as follows:

| | 1860. | 1861. |
|------------------------|--------------|--------------|
| Joliet & Chicago R.R. | \$118,111 84 | \$130,315 51 |
| T. H. Alt. & St. Louis | 37,620 13 | 27,057 56 |
| Alton Packet Co. | 42,103 46 | 21,226 26 |

The machine shops, a portion of the engines, and the important bridges are insured for \$190,000 at a cost of \$2,915 62.

The traffic of 1861, as well as that of the previous year, confirm the importance of the local over the through—the amount received from freight and passengers on the former being equal to 82.75 per cent of the total receipts of the road.

Within the last two years, new and re-rolled iron, to the amount of about 15 per cent. of the total iron in the main track has been substituted for rails most worn. So much of the old iron taken from the track as was fit has been repaired and re-laid—the remainder re-rolled and re-laid as new iron. Over 200,000 new cross-ties have been placed in the track. Two bridges, each 550 feet long, have been replaced with new and well constructed truss bridges.

During the past year 90,000 cubic yards of earth have been used in filling old and trestle bridges, and in widening embankments; 120,000 ties have been laid in the track; more than forty miles of track have been ballasted; considerable ditching has been done for the draining of the roadway; two new water tanks have been erected; a new coach house built at Bloomington; the engine house at Bloomington enlarged; a new engine house built at Alton; and nearly all the station buildings repaired and painted.

There have been used in repairs and renewals of road the past year 1000 tons of new, 607 tons of re-rolled, and 1,730 tons of repaired rails; 126,435 new ties; 16,047 wrought, and 3,450 cast chairs; and 185,000 lbs. spike. It is estimated that there will be required during the coming year 2,552 tons re-rolled and 1,584 tons repaired iron; 170,000 cross-ties, 21,000 chairs; and 183,000 lbs. of spike. In 1863 there will be required 2,552 tons re-rolled and 1,584 tons repaired rails; 95,000 ties; 5,000 chairs, and 155,000 lbs. spike.

The company have 50 locomotives; 30 passenger, 9 baggage and mail, and 754 freight cars.

GENERAL BALANCE SHEET.

| | |
|--|----------------|
| Earnings since Dec. 5, 1859..... | \$2,093,034 29 |
| Loan made to Receivers | 225,502 50 |
| Earnings prior to Dec. 5, 1859..... | 13,077 78 |
| Balance at credit of insurance acct'. | 362 92 |
| Old machinery sold | 1,462 50 |
| Balances due to sundry persons.... | 114,098 26 |
| | <hr/> |
| | \$2,447,538 25 |
| Ordinary expenses | \$1,415,155 47 |
| Extraordinary " | 497,574 56 |
| Interest on loan to Receivers to Dec. 31, 1860 | 17,825 94 |
| Paid J. A. Mattison | 61,530 12 |
| Loan to trustees | 2,860 34 |
| Back wages | 195,070 80 |
| Other loans and liabilities directed to be paid by the decree..... | 40,230 14 |
| Loss on Illinois currency | 12,980 71 |
| Balance due on loan to Receivers paid December 31, 1861 | 1,962 37 |
| Stores on hand unused | 26,562 00 |
| Balances due by sundry persons ... | 148,476 13 |
| Cash in hand | 27,809 77 |
| | <hr/> |
| | \$2,447,538 25 |

Receiver—JAMES ROBE.
Superintendent—C. H. ALLEN.
Treasurer—JOSEPH PRICE.

New London Northern Railroad.

The New London Northern Railroad is the successor of the New London, Willimantic and Palmer Railroad, which was commenced in 1848, and completed in 1850. The original company soon fell into financial embarrassments, and in consequence was forced into liquidation. At that time it was owing three classes of bonds, viz: First mortgage 7 per cent. coupon bonds, \$500,000, issued in 1849, and payable in 1859, 1864, and 1869, interest payable May 1 and Nov. 1, in New London; Second mortgage, 6 per cent., \$300,000, dated in 1850 and payable in 1857; and income and convertible 6 per cent. bonds, \$152,000, dated in 1851 and payable in 1870—making a total of \$952,000. It also owed the city of New London \$100,000. The amount of capital stock paid in was \$510,900. The proceedings for foreclosure being in favor of the first mortgage bondholders, they were authorized by law to convert their bonds with interest into the stock of the new company, which now constitutes its total share capital. All other kinds of indebtedness was cut off by the foreclosure. The road is 66 miles in length, extending from New London, Ct., via Norwich, Willimantic and Stafford, to Palmer, Mass., and cost, including equipment, \$1,573,569. The following is a statement of its cost, earnings and expenses from 1851 to 1860, inclusive:

| | Cost of road, etc. | Gross earnings. | Operating expenses. | Net earnings. |
|---------|--------------------|-----------------|----------------------|---------------|
| 1851 .. | \$1,450,400 | \$168,469 | \$86,200 | \$82,269 |
| 1852 .. | 1,511,111 | 114,410 | 62,519 | 51,901 |
| 1853 .. | 1,524,329 | 128,715 | 73,820 | 54,891 |
| 1854 .. | 1,527,827 | 137,060 | 79,031 | 58,029 |
| 1855 .. | 1,594,382 | 124,043 | 64,732 | 59,311 |
| 1856 .. | 1,603,230 | 120,571 | 75,866 | 44,705 |
| 1857 .. | 1,603,230 | 115,803 | 78,790 | 37,013 |
| 1858 .. | 1,575,147 | 104,464 | 73,622 | 30,842 |
| 1859 .. | 1,573,569 | 119,146 | 119,146 | |
| 1860 .. | 1,573,569 | 130,295 | 130,310 (loss, \$15) | |

During 1859, 1860 and a portion of 1861, the road was operated by trustees of the First mortgage bondholders. No report, except to the Legislature, has been made since 1858.

The organization of the present company was completed, March 31, 1861, and the directors received from the trustees possession of the road and all its equipment on the 1st of April, 1861. We have received the report of the directors giving a statement of the operations of the road from that time to the 31st of December last, during which time the earnings were:

| | |
|---------------------------------|-------------|
| From passengers | \$44,403 55 |
| " freight | 41,547 13 |
| " mails, express and rents..... | 7,884 84 |
| | <hr/> |
| | \$93,835 02 |

And the expenses were:

| | |
|----------------------------------|------------|
| Repairs of road | \$9,998 42 |
| " rolling stock | 10,082 39 |
| New bridges | 12,026 87 |
| Salaries and wages | 16,989 42 |
| Rent to City of New London. | 2,250 00 |
| Fuel | 9,036 19 |
| Fencing | 4,256 64 |
| Oil and waste | 1,324 51 |
| Taxes and insurance | 1,015 00 |
| All other expenses | 9,685 16 |
| Interest | 3,000 27 |
| | <hr/> |
| | 79,664 87 |

Balance net earnings.....\$14,170 15

The road, when delivered up by the trustees, had the ordinary stock of wood and materials on hand; also about 100 tons of old rails, which have been

applied towards the purchase of new iron. The company also received from the trustees \$401 89 in cash.

On the 13th of April, a contract was concluded between this company and the Norwich and Worcester Railroad Co. and the Norwich and New York Transp. Co., to continue in force till July 1, 1871, by the terms of which the latter agreed to transact their through passenger and express freight business over that portion of the road lying between New London and Norwich. In order to accommodate this business, a new wharf, depot accommodations, side tracks, etc., were required, involving an expenditure of \$85,936 52. The payment of this amount was provided for by a mortgage to the Savings Bank of New London for \$25,000, and the issue of \$80,000 7 per cent. bonds, payable in ten years, secured by a mortgage of all the road and equipment in the State of Connecticut. At the date of the report only \$36,500 of these bonds had been sold.

When the road passed into the hands of the trustees, it was found that extensive repairs and renewals were required to place it in a safe and reliable condition. Measures were accordingly taken for the rebuilding and general repairs of road, bridges, buildings and equipment. The work was commenced in April, 1869, and has progressed to the present time with favorable results. Of the bridges built by the old company, only five were covered. All the rest, 26 in number, have been re-built and properly covered. They measure 2,187 feet in length, and may be expected to remain serviceable for 30 years. All the pile bridges have been re-built with top pile timbers, ties and iron, and additional piles. About 900 tons of iron have been added and 10,238 rails repaired and replaced—making over 24 miles of track renewed. Over 9,000 chairs, 23 tons of spike and 83,000 cross-ties have been placed in the road. Extensive repairs and additions have been made to the motive power and rolling stock. The equipment now consists of 7 locomotives; 7 passenger, 4 baggage, 32 house freight, 49 flat, 8 gravel and 8 hand cars. A large and convenient workshop has been erected at New London, a new car house at Palmer, a turn-table at Norwich, and 5,500 rods of fence on the line of the road. These extensive repairs and expenditures have required the purchase and use of over 3,000,000 feet of timber and lumber, 300 tons of iron and steel and 10 tons of nails, exclusive of railroad iron and spike.

Although the stockholders have not been directly remunerated by dividends, still the large amount expended, has placed the road in good condition, and been the means of circulating its receipts in New London and upon the line of the road. Over \$100,000 have been expended in the city of New London, and \$130,000 on the line of the road for labor, materials, etc.

On the 1st of January last the directors declared a dividend of \$2 per share, amounting to \$12,042 76—leaving a surplus of \$2,132 23.

BALANCE SHEET, January 1, 1862.

| | |
|----------------------------------|--------------|
| First mortgage bonds surrendered | \$602,138 00 |
| Stock cancelled | 601 89 |
| New wharf and depot | 85,936 53 |
| Due from agents and U. S. Gov. | 976 14 |
| Cash on hand | 13,287 69 |

\$702,940 25

| | |
|------------------------------|--------------|
| Capital stock | \$602,138 00 |
| Seven per cent. bonds issued | 36,500 00 |
| Due Savings Bank mortgage | 24,800 00 |
| Bills payable | 24,300 00 |
| Bond for cancelled stock | 601 89 |
| Received from Trustees | 401 89 |
| Due agents | 23 48 |
| Dividend | 12,042 76 |
| Profit and loss | 2,132 23 |

\$702,940 25

President—HENRY P. HAVEN.

Superintendent—RICHARD N. DOWD.

Hudson River Railroad.

The following is a statement of the earnings of the Hudson River Railroad since Sept. 30, 1861. The increase of the five months will do something toward compensating for the unfavorable showing of the annual report for the fiscal year ending Sept. 30, 1861, submitted to the Legislature:

| Earnings for— | 1860-'61. | 1861-'62. |
|---------------|-----------|-----------|
| October | \$193,951 | \$173,261 |
| November | 169,549 | 197,662 |
| December | 220,370 | 246,283 |
| January | 223,157 | 307,330 |
| February | 205,343 | 281,568 |

Increase in Nov., Dec., Jan. and Feb. \$214,424

Decrease in October 20,690

Increase for five months \$193,734

The annual report of the Hudson River Railroad is made up to September 20, 1861, the above figures show the increase of earnings since that time.

Financial Condition of the Country.

At no time since the commencement of our political troubles have affairs presented an aspect so favorable as at the present moment. The financial condition of the Northern States is very satisfactory, while the steady extension of the authority of the United States is enlarging the area of their trade, which is fast assuming its wonted volume. The following *resume* from the Circular of Samuel Hallett & Co. gives a cheerful, and we believe a correct view of the financial condition of Government and the country:

We have now reached a point at which we can daily witness progress toward the solution of the embarrassments by which the nation has so long been surrounded, and which at one time created in the minds of many, great apprehensions as to the maintenance of our national integrity. With military success every thing else follows as a matter of course; not perhaps instant pacification, but such a strengthening of the arms of government as to render continued resistance entirely hopeless. The capture of Nashville is perhaps more important than would be that of Richmond. If that point could not be held nothing can. Its capture has been followed by the evacuation of other important points, among them Columbus and Bowling Green; and though it may not be a termination of the campaign in the West, it renders the issue there no longer doubtful.

The assumed confidence in the strength of government has had the natural effect upon its securities, which have largely advanced. They are still low, in consequence of the immense prospective issue; but it is certain that at about the ordinary rate of interest, government can now command the available capital of the country, provided, of course, that the various tax measures proposed make their appearance in due time, and are satisfactory, of which no doubt is now felt. The passage of the Treasury Note Bill will give it at once \$100,000,

000; while the issuing of certificates of indebtedness for the demands against the Treasury, to bear 6 per cent. interest, and payable in a year, will prove a most efficient aid to the Treasury, as they will in effect, be a loan to the amount issued. They are considered so desirable a security, as to be readily taken at about par. The two measures, consequently, will do all that can be done for the immediate necessities of government, and give it so large an amount of money, as to relieve all apprehensions for the future, confident as the people are that a few months more will see an end to the rebellion.

Such, to-day, is the position of government. Its relations to capital are now most favorable. The suspension of specie payment unquestionably immensely increased its present means, whatever may be the final effect of this step. The next question naturally asked, is—how will all this influence business and trade. There can be no doubt that the tendency of both will be toward an inflation; for the new currency is to act the part of capital, while the shape in which the claims against the Treasury are to be put, will tend to draw out and put into circulation all the active capital of the country. Business, consequently, will receive a great impetus. What will be the effect upon the price of money? It will certainly make it very active, and keep up the rates and may end in creating a scarcity; especially should the present abundance lead to speculation in real estate and other kinds of property. But we have so little experience of the kind, it is perhaps useless to predict the result, as this may be greatly modified by causes which, at this early day, cannot be taken into consideration.

With regard to commercial affairs, the season opens most favorably. The possession of the Tennessee and Cumberland rivers, has already been followed by an order opening them to the trade of the whole country. This is both politic and beneficent. The government makes no distinction, but the moment we regain a foot of territory, we restore the rights it has forfeited, without too nice an inquiry into the guilt of the people occupying it. We leave no apology for contumacy; neither do we inflict unnecessary humiliation. The result will be an immediate restoration of trade, however long political matters may remain in abeyance. The Southern people show no disposition to resort to the desperate expedients of destroying, so often threatened, either themselves or their property. We may regard, therefore, the Cotton question as pretty nearly solved. A fortnight more ought to take us to Memphis, which is the great entrepot of the Northern district of production. With the war closed, as it speedily will be, the entire crop of the great valley can come to market through the Northern routes, should the blockade of New Orleans be indefinitely prolonged. Europe can receive the crop as well through the port of New York, as through the accustomed Southern channels—as expeditiously and as cheaply. When this is seen we do not believe that the people of New Orleans or any other Southern port will persist in a resistance which enriches others at the same time it destroys them.

There is every reason for expecting with the opening of the Spring, an active internal and a heavy export trade. We never had so large a surplus of breadstuffs of the crops of previous years, and probably never a more active and extensive demand. We shall soon commence the exportation of cotton and tobacco, which should have gone forward in the fall and winter months. With these entirely excluded from our list of exports, we accumulated last

year an immense reserve of specie. If we can add \$100,000,000 to our exports for 1861, we should place foreign countries still more largely in our debt. We cannot probably have large increase in our imports on account of the high rate of duties which prevail, and which are still further to be increased. We enter upon the Spring and Summer business, consequently, with prospects much brighter than they were a year ago, when the foundation on which we stood seemed crumbling beneath our feet. Our political integrity will soon be established, with our material strength unimpaired.

Liability of Directors as Stockholders.

WHAT IS COMPETENT EVIDENCE OF SUBSCRIPTION TO STOCK BY A DIRECTOR: CALLS MADE BY A TREASURER UNDER A GENERAL AUTHORITY OF THE BOARD ARE VALID.

The Pittsburg and Steubenville Railroad Company recently brought suit in the District Court of Alleghany County, Pennsylvania, against Robert S. Hays and George Block, partners trading as Hays & Block, to recover an alleged subscription for one hundred shares of stock of said company, amounting to \$5,000, and the penalty of twelve per cent. interest thereon.

At the trial evidence was given that the original subscription book was lost, or could not be found, among the books and papers of the company; and the plaintiffs offered in evidence and relied on the following matters, which it was contended estopped the defendants from denying that they had made a valid subscription for one hundred shares to the capital stock of the company, to wit: That the defendants were returned by the commissioners and incorporated by the Letters Patent as stockholders owning one hundred shares, which report of the commissioners and letters patent were ordered to be engrossed on the minutes on the 4th of December, 1851, and were so engrossed. That Block, one of the defendants, was elected a director on the 12th day of January, 1852, and continued to act as such till July 6th, 1853, when he resigned. That R. S. Hays, the other defendant, was elected a director on the 8th of January, 1855, attended the meetings of the board, and took an active part in the business of the company till the 2d day of July, 1855, when he resigned. That Block was present at nearly all the meetings of the board while he was a director, and actively participated in the proceedings. That on the 12th of January, 1852, the defendants paid \$500 on account of said subscription, being five dollars a share; and on twenty shares of their subscription they paid nine instalments, of \$100 each. That Block was present at a meeting of directors on the 5th of August, 1852, at which were read and approved the minutes of the previous meeting of July 1, 1852, when the second instalments were called in. He was also present at a meeting of the board on the 12th of November, 1852, when the fourth and all subsequent instalments were called in, and voted for the call, and with his knowledge the firm of Hays & Block were returned to the Mayor as subscribers for one hundred shares of stock, with a credit of \$500 paid thereon as a preliminary to obtaining the subscription of the City of Pittsburg to the stock of the company; and was one of the committee of the company to procure said subscription. That he was also a member of the committee on accounts, to which was referred the report of the treasurer of the company,

showing that Hays & Block were subscribers for one hundred shares of stock, upon which they had paid \$500. That the defendants had assumed to be proprietors of the same stock, by assigning 81 shares of it to Edwin M. Stanton.

The defendants' counsel then produced the original subscription book, found in the possession of Edwin M. Stanton, and objected to the admission of the foregoing evidence, on the ground that it was irrelevant and incomplete, and the subscription book being in court, such evidence was only secondary evidence. The plaintiffs then offered the book in evidence: which was objected to, on the ground that the contract of subscription offered was variant from the contract declared on; but the court overruled the objection, and admitted the evidence.

The plaintiffs then proved, under exception, by the stock book or ledger of the company, the transfer of eighty shares of the stock held by Hays & Block to Mr. Stanton at his request; the credits for the instalments paid by them from time to time; the calls made by the treasurer by order of the board of directors; and the published notice given of the several calls.

The defendants' counsel submitted among other points that the plaintiffs were not entitled to recover without proof that the moneys mentioned in the added count of the declaration, were duly called for agreeably to the 8th section of an act of Pennsylvania regulating Railroad Companies, and due and public notice of said calls were published according to said act; and that the evidence given by the plaintiffs was wholly insufficient to prove that said money were called for, as required by said act.

A verdict and a judgment was rendered in favor of the plaintiffs, and the defendants appealed to the Supreme Court. The following is that portion of the opinion delivered by the court necessary to a correct understanding of the principal points in the case.

STRONG, J.—The second assignment of error is to the admission of proof of such acts of the defendants as in the case of *Groff vs. Pittsburg and Steubenville Railroad Company*, 7 Casey, 494, were held sufficient to establish a subscription without the production of the original contract. These acts were, such as serving as directors of the company by both the defendants, after the commissioners had reported to the Governor, the names of the original subscribers, including a subscription by Hays & Block for one hundred shares, and after letters patent had been issued and engrossed upon the minutes of the company. Other acts of the defendants were, serving as judge at a meeting of the stockholders; holding themselves out as owners of one hundred shares stock; offering to transfer some of those shares; making payments on account of instalments; and active participation in a movement to obtain a municipal subscription from the City of Pittsburg, which was obtained on the faith of an actual subscription certified to have been previously made by individuals among whom the defendants are named as subscribers for one hundred shares. These acts are such as were held in the case cited to be not merely evidential of an original subscription, but conclusive, amounting to an estoppel upon the defendants against denying it. The objection to this evidence is that it was secondary, that the primary

proof was within the reach of the plaintiffs, and that it had actually been laid before the jury in the book obtained from Mr. Stanton. The answer to the objection is direct and easy. It is fallacious in assuming that that the Stanton book was primary evidence of the identical thing, of which that received by the court was secondary proof. The evidence received was not secondary to anything contained in that book. It indicated the existence of a subscription to the stock of the plaintiffs, but it did not point to any such writing as the defendants allege was the original contract. On the contrary it pointed to an entirely different subscription, in regard to which there was full preliminary proof that it could not be found, of that other subscription, the one declared upon, it was the best evidence of which the case was susceptible, assuming that the proof was made that the original could not be produced. And if the first piece of evidence offered by the plaintiffs, failed to prove their case as laid, it cannot be doubted that it was competent for them to adduce other and more permanent proof.

The fourth, sixth, seventh, tenth, eleventh, twelfth and fourteenth assignments may be considered together. They attack the sufficiency of the evidence that calls were made for the instalments on the stock subscribed. They might all be dismissed with the remark that the same evidence was adjudged sufficient in the case reported in 10 Casey 358. But it may be well to notice what the evidence was. * * *

Now were we to hold that proof of these facts was not properly submitted to the jury, because it was not evidence that calls for instalments had been duly made, we should be, in our judgment, trifling with the administration of Justice. It is insisted that it fails to show that the directors specified the times and places of payment, and the proportions or amounts of each instalment, and the time and place of payment. The treasurer was the instrument of the board of directors, and was by them required to give notice of the calls which they had made. Why then was not his action their action? It is time that the law required them to keep minutes of their proceedings, fairly entered in a suitable book to be kept for that purpose, but it does not follow from this that every act of theirs not recorded is of no effect. Nor can it be said that the statute direction to keep minutes of their proceedings required that full and minute details of every act should be recorded. And how can these defendants be permitted to deny that the directors fixed the amount of each call, and the time and place of each payment, when the calls were made by one of themselves? If these particulars of the calls should have been spread upon the minutes, whose fault is it that they were not? Can these defendants relieve themselves from liability by setting up their own failure to keep proper minutes? Shall they be permitted to say that the calls under which they required payment from other subscribers are insufficient to charge them? May they do this in face of the fact that they recognized their sufficiency, by making partial payments upon each of the instalments? We cannot return an affirmative answer to these questions. Whatever others might do, it is not for these defendants to say there was no adequate proof that the calls were duly made. Judgment affirmed.

The New Tax Bill.

The Committee of Ways and Means after a long delay have reported a bill for internal taxation, in which it is proposed to levy the following rates of duties:

| Articles Taxed. | Amount of Tax. | |
|--|----------------|-----------|
| | \$ | Cts. Mls. |
| Spirituous liquors, per gallon | 15 | .. |
| Ale and beer, per bbl. | 1 | .. |
| Stem or leaf tobacco, per lb. | 2 | .. |
| When manufactured, additional per lb. | 5 | .. |
| Segars, per lb., according to value. | 10 | .. |
| | 20 | .. |
| Lard, Linseed oil, burning fluid, per gal. | 5 | .. |
| Coal oil, per gal. | 5 | .. |
| Refined coal oil, per gal. | 10 | .. |
| Gas, per 1,000 feet | 25 | .. |
| Bank note paper, per lb. | 5 | .. |
| Printing paper, per lb. | 3 | .. |
| Soap, per lb. | 5 | .. |
| Salt, per 100 lbs. | 4 | .. |
| Sole leather, per lb. | 1 | .. |
| Upper leather, per lb. | 1 1/2 | .. |
| Flour, per bbl. | 10 | .. |
| All other manufactures, per cent. ad valorem | 3 | .. |
| Railroad passengers, per mile of travel. | 2 | .. |
| Do. commutation tickets, per cent. | 3 | .. |
| Steamboat passengers, per mile | 1 | .. |
| Omnibuses, ferry boats and horse railroads, per cent. on gross receipts from passengers | 3 | .. |
| Advertisements, per cent. on annual receipts | 5 | .. |
| Carriages, per annum | 1 to 10 | .. |
| Gold watches | 1 | .. |
| Silver watches | 50 | .. |
| Gold plate, per ounce | 50 | .. |
| Silver plate, per ounce | 3 | .. |
| Billiard tables | 20 | .. |
| Slaughtered cattle, per head | 50 | .. |
| " Hogs, per head | 10 | .. |
| " Sheep, per head | 5 | .. |
| Licenses— | | |
| Bankers | 100 | .. |
| Auctioneers | 20 | .. |
| Wholesale dealers | 50 | .. |
| Retail liquor dealers | 20 | .. |
| Retail dealers in goods | 10 | .. |
| Pawnbrokers | 50 | .. |
| Rectifiers | 100 | .. |
| Brewers | 50 | .. |
| Hotels, inns and taverns, according to rental | 5 to 200 | .. |
| Eating houses | 10 | .. |
| Commercial brokers | 50 | .. |
| Other brokers | 20 | .. |
| Theatres | 100 | .. |
| Circuses | 50 | .. |
| Bowling alleys, each | 5 | .. |
| Wholesale peddlers | 50 | .. |
| Other peddlers | 5 to 20 | .. |
| Coal oil distilleries | 20 | .. |
| Income— | | |
| On all over \$600, excepting income from dividends, which are taxed separately, per cent. | 3 | .. |
| Railroad bonds, dividends of banks and savings institutions, per cent. | 3 | .. |
| All salaries of officers in the civil, military and naval service, also Senators and Members of Congress, per cent. | 3 | .. |
| Legacies, and distributive shares of personal property of deceased persons, according to degree of relationship, per cent. | 1 to 5 | .. |
| And stamp duties on all kinds of legal and commercial papers, all patent medicines, telegraphic messages, and all goods by express | | |

The Bill is expected to produce, at least, one hundred millions of dollars.

Railroad Earnings--Weekly.

The earnings of the Milwaukee and Prairie du Chien Railroad, for the 3d week of February 1862, were

| | |
|---------------------------|-------------|
| 1862, were | \$14,215 47 |
| Corresponding week, 1861. | 8,672 88 |
| Increase | \$5,542 59 |

The earnings of the St. Louis, Alton and Chicago Railroad for the 3d week in Feb., were :

| | |
|----------|-------------|
| 1862 | \$14,340 15 |
| 1861 | 20,552 21 |
| Decrease | \$6,212 06 |

The traffic of the Great Western Railway of Canada for the week ending Feb. 28, 1862, was as follows :

| | |
|---------------------------------|-------------|
| Passenger | \$10,944 73 |
| Freight and live stock | 35,316 70 |
| Mails and sundries | 1,444 11 |
| Total | \$47,705 54 |
| Corresponding week of last year | 44,073 39 |
| Increase | \$3,632 15 |

The receipts of the Grand Trunk Railway of Canada for the week ending Feb. 22, 1862, were :

| | |
|--------------------------------------|-------------|
| 9,826 passengers | \$17,231 09 |
| Mails and sundries | 2,709 28 |
| 9,933 tons of freight and live stock | 50,016 39 |
| Total | \$69,956 76 |
| Corresponding week, 1861 | 54,306 81 |
| Increase | \$15,649 95 |

Railroad Earnings--Monthly.

The earnings of the Michigan Central Railroad, for February, 1862, were

| | |
|----------|--------------|
| Do. 1861 | \$159,658 59 |
| Do. 1861 | 119,763 97 |
| Increase | \$39,894 62 |

The earnings of the Chicago and Rock Island Railroad for February, 1862, were

| | |
|-----------|----------|
| Do., 1861 | \$86,697 |
| Do., 1861 | 64,015 |
| Increase | \$22,682 |

The earnings of the Hudson River Railroad for February, 1862, were

| | |
|----------------------|--------------|
| February, 1862, were | \$281,568 10 |
| " 1861 | 205,342 69 |
| Increase | \$76,225 41 |

The earnings of the Cleveland and Toledo Railroad in February, 1862, were

| | |
|-----------|----------|
| Do., 1861 | \$90,657 |
| Do., 1861 | 75,751 |
| Increase | \$14,906 |

The following statement shows the business of the Philadelphia and Reading Railroad Company for January, 1862, compared with that of 1861 :

| | | |
|---|--------------|--------------|
| | 1861. | 1861. |
| Rec'd from coal | \$124,123 21 | \$105,474 30 |
| " " merch'dise | 40,007 62 | 32,080 40 |
| " " travel, etc. | 28,085 04 | 28,551 45 |
| Total | \$192,215 87 | \$166,106 15 |
| Transportation, roadway, dumpage, renewal fund, and all charges | 112,831 51 | 102,878 88 |
| Net profit for the m'th | \$79,384 36 | \$58,427 27 |
| Profit for the previous month | 155,433 56 | 128,412 56 |
| Total net profit 2 mos. | \$234,817 92 | \$186,839 83 |

The earnings of the Cincinnati and Indianapolis Railroad in December were :

| | |
|----------|----------|
| 1861 | \$51,500 |
| 1860 | 32,000 |
| Increase | \$19,500 |

The following are the official earnings of the Cleveland and Pittsburg Railroad for the first two months of the new fiscal year :

| | |
|-----------------|--------------|
| December, 1861. | \$113,174 81 |
| January, 1862 | 90,174 78 |
| | \$203,349 54 |

Same time previous year :

| | |
|------------------------|-------------|
| December, 1860 | \$63,980 91 |
| January, 1861 | 62,208 27 |
| | 126,189 18 |
| Increase in two months | \$77,660 36 |

The earnings of the Galena and Chicago Railroad for February, 1862, were

| | |
|-----------|--------------|
| Do., 1861 | \$101,593 27 |
| Do., 1861 | 76,859 69 |
| Increase | \$24,734 18 |

Detroit and Milwaukee Railway.

The following is an extract from the Annual Report of the Directors of this Company :

The liabilities of the company on December 31, 1861, were as follows :

| | |
|----------------------------|--------------|
| Bills payable | \$265,039 29 |
| Coupons outstanding | 28,394 12 |
| Balance due by the Company | 58,485 91 |
| | \$351,919 32 |

Less the balance in bankers' hands, and traffic debt due to the Company, including a large amount due by the United States Government for the carriage of troops, &c.

| | |
|---------|--------------|
| | 101,359 59 |
| Balance | \$250,559 73 |

The traffic is now nearly double what it was at the corresponding period of last year, and as there seems every prospect of its continuing good, it would seem to be a safe estimate to say that by May 15, after paying the accruing interest on the "Funded Coupon," the "Detroit and Pontiac," and the "Oakland and Ottawa" bonds, that the amount of floating debt ordered by the court to be paid in cash will be reduced to \$150,000.

The position of the company on the 15th of May, 1862, will then be in round figures as follows :

| | |
|---|-----------|
| Balance of debt ordered by the Court to be paid in cash | \$150,000 |
| Engineer's estimate to complete blasting, &c. | 50,700 |
| River front mortgages | 102,679 |
| | \$303,379 |

To this must be added \$50,000 to perfect the harbor at Grand Haven, and to include all contingencies that may arise, the whole amount is placed at \$400,000.

The cost of the line, on the 15th of May, 1862, will stand at about \$7,000,000, and with the liabilities and expenditures as just stated, may be called in round figures, \$7,400,000. For this the company will possess 189 miles of well-built railway, which can be cheaply worked—a fair amount of rolling stock, stations and sidings sufficient for a considerably increased traffic—and two powerful steamers on Lake Michigan, expressly built for the requirements of the line, besides an interest in a ferry steamer on the Detroit river.

The net revenue for the year 1861, notwithstanding the adverse circumstances already mentioned, of the civil war in America and the great freshet in the Grand River, amounted to \$318,264. The interest charges for that year were as follows :

| | | |
|-------------------------------|-----------|---------|
| On Detroit and Pontiac bonds | \$40,000 | paid. |
| On Oakland and Ottawa | 12,622 | paid. |
| On 1st D. & M. Mortgage bonds | 171,750 | |
| On 2d do. | 79,840 | funded. |
| On River Front | 9,624 | |
| On funded Coupons | 16,504 | paid. |
| | \$330,340 | |
| Difference | \$12,376 | |

The traffic for the month of January, 1862, is

nearly double that of the corresponding month last year, whilst the expenses are not materially larger.

The Legal Tender Note Bill.

The following is an official copy of the Loan and Treasury Bill, passed by Congress, and approved by the President on the 25th ult.:

An Act to authorize the issue of United States Notes, and for the Redemption or Funding thereof, and for Funding the Floating Debt of the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury is hereby authorized to issue, on the credit of the United States, one hundred and fifty millions of dollars of United States notes, not bearing interest, payable to bearer at the Treasury of the United States; and of such denomination as he may deem expedient, not less than five dollars each; that fifty millions of said notes shall be in lieu of the Demand Treasury notes authorized to be issued by the act of July 17, 1861; which said demand notes shall be taken up as rapidly as practicable, and the notes herein provided for substituted for them; that the amount of the two kinds of notes together shall at no time exceed the sum of one hundred and fifty millions of dollars, and such notes herein authorized shall be receivable in payment of all taxes, internal duties, excises, debts and demands of every kind due to the United States except duties on imports (and for all salaries, debts and demands owing by the United States to individuals, corporations and associations within the United States), and of all claims and demands against the United States of every kind whatsoever, except for interest upon bonds and notes, which shall be paid in coin, and shall also be lawful money and a legal tender in payment of all debts, public and private, within the United States, except interest and duties on imports as aforesaid. And any holders of said United States notes depositing any sum not less than fifty dollars, or some multiple of fifty dollars, with the Treasurer of the United States, or either of the Assistant Treasurers, shall receive in exchange therefor duplicate certificates of deposit, one of which may be transmitted to the Secretary of the Treasury, who shall thereupon issue to the holder an equal amount of bonds of the United States, coupon or registered, as may by said holder be desired, bearing interest at the rate of six per centum per annum, payable semi-annually at the treasury or sub-treasuries of the United States, and redeemable at the pleasure of the United States after five years, payable twenty years from the date thereof. And such United States notes shall be received the same as coin, at their par value, in payment for any loans that may be hereafter sold or negotiated by the Secretary of the Treasury, and may be reissued from time to time as the exigencies of the public interests shall require. [There shall be printed on the back of the United States notes which may be issued under the provisions of this act the following words: "The within note is a legal tender in payment of all debts, public and private, and is exchangeable for bonds of the United States bearing six per centum interest, at twenty years, or in seven per centum bonds at five years."]

Section 2. *And be it further enacted,* That to enable the Secretary of the Treasury to fund the Treasury notes and floating debt of the United States, he is hereby authorized to issue, on the credit of the United States, coupon bonds, or registered bonds, to an amount not exceeding five hundred millions dollars, [and] redeemable at the pleasure of the United States after five years, and payable at twenty years from date, and bearing interest at the rate of six per centum per annum, payable semi-annually. And the bonds herein authorized shall be of such denominations, not less than fifty dollars, as may be determined upon by the Secretary of the Treasury. And the Secretary of the Treasury may dispose of such bonds at any time, at the market value thereof, for the coin

of the United States, or for any of the Treasury notes that have been, or may hereafter be, issued under any former act of Congress, or for United States notes that may be issued under the provisions of this act, and all stocks, bonds and other securities of the United States held by individuals, corporations, or associations within the United States shall be exempt from taxation by or under State authority.

Section 3. *And be it further enacted,* That the United States notes, and the coupon or registered bonds authorized by this act shall be in such form as the Secretary of the Treasury may direct, and shall bear the written or engraved signatures of the Treasurer of the United States and the Register of the Treasury, and also, as evidence of lawful issue, the imprint of a copy of the seal of the Treasury Department, which imprint shall be under the direction of the Secretary, after the said notes or bonds shall be received from the engravers, and before they are issued; or the said notes and bonds shall be signed by the Treasurer of the United States, or for the Treasurer, by such persons as may be specially appointed by the Secretary of the Treasury for that purpose, and shall be countersigned by the Register of the Treasury, or for the Register by such persons as the Secretary of the Treasury may specially appoint for that purpose; and all the provisions of the act entitled "An act to authorize the issue of Treasury notes," approved the twenty-third day of December, eighteen hundred and fifty-seven, so far as they can be applied to this act, and not inconsistent therewith, are hereby revived and re-enacted, and the sum of three hundred thousand dollars is hereby appropriated, out of any money in the Treasury not otherwise appropriated, to enable the Secretary of the Treasury to carry this act into effect.

Section 4. *And be it further enacted,* That the Secretary of the Treasury may receive from any person or persons, or any corporation, United States notes on deposit for not less than thirty days, in sums of not less than one hundred dollars, with any of the Assistant Treasurers or designated depositaries of the United States authorized by the Secretary of the Treasury to receive them, who shall issue therefor certificates of deposit, made in such form as the Secretary of the Treasury shall prescribe, and said certificates of deposit shall bear interest at the rate of five per centum per annum; and any amount of United States notes so deposited may be withdrawn from deposit at any time after ten days' notice on the return of said certificates. Provided, that the interest on all such deposits shall cease and determine at the pleasure of the Secretary of the Treasury; and provided, further, that the aggregate of such deposits shall at no time exceed the amount of twenty-five million dollars.

Section 5. *And be it further enacted,* That all duties on imported goods shall be paid in coin, or in notes payable, or in demand notes heretofore authorized to be received, and by law receivable in payment of public dues, and the same so paid shall be set apart as a special fund, and applied as follows:

First—To the payment in coin of the interest on the bonds and notes of the United States.

Second—To the purchase or payment of one per centum of the entire debt of the United States, to be made within each fiscal year after the first day of July, eighteen hundred and sixty-two, which is to be set apart as a sinking fund, and the interest of which shall, in like manner, be applied to the purchase or payment of the public debt, as the Secretary of the Treasury shall, from time to time direct.

Third—The residue thereof to be paid into the Treasury of the United States.

Section 6. *And be it further enacted,* That if any person or persons shall falsely make, forge, counterfeit, or alter, or cause or procure to be falsely made, forged, counterfeited, or altered, or shall willingly aid or assist in falsely making, forging, counterfeiting, or altering, any note, bond, coupon, or other security issued under the au-

thority of this act or heretofore issued under acts to authorize the issue of Treasury notes or bonds; or shall pass, utter, publish, or sell, or attempt to pass, utter, publish, or sell, or bring into the United States from any foreign place, with intent to pass, utter, publish, or sell, or shall have or keep in possession or conceal with intent to utter, publish, or sell, any such false, forged, counterfeited, or altered note, bond, coupon, or other security, with intent to defraud any body corporate or politic, or any other person or persons whatsoever, every person so offending shall be deemed guilty of felony, and shall, on conviction thereof, be punished by fine not exceeding five thousand dollars, and by imprisonment and confinement to hard labor not exceeding fifteen years, according to the aggravation of the offence.

Section 7. *And be it further enacted,* That if any person, having the custody of any plate or plates from which any notes, bonds, coupons, or other securities mentioned in this act, or any part thereof, shall have been printed, or which shall have been prepared for the purpose of printing any such notes, bonds, coupons, or other securities, or any part thereof, shall use such plate or plates, or knowingly permit the same to be used for the purpose of printing any notes, bonds, coupons, or other securities, or any part thereof, except such as shall be printed for the use of the United States by order of the proper officer thereof; or if any person shall engrave, or cause or procure to be engraved, or shall aid in engraving, any plate or plates in the likeness or similitude of any plate or plates designed for the printing of any such notes, bonds, coupons, or other securities, or any part thereof, or shall vend or sell any such plate or plates, or shall bring into the United States from any foreign place any such plate or plates, with any other intent or for any purpose, in either case, than that such plate or plates shall be used for printing of such notes, bonds, coupons, or other securities, or some part or parts thereof for the use of the United States, or shall have in his custody or possession any metallic plate engraved after the similitude of any plate from which any such notes, bonds, coupons or other securities, or any part or parts thereof, shall have been printed, with intent to use such plate or plates, or cause or suffer the same to be used, in forging or counterfeiting any such notes, bonds, coupons, or other securities, or any part or parts thereof, issued as aforesaid, or shall have in his custody or possession any blank note or notes, bond or bonds, coupon or coupons, or other security or securities, engraved and printed after the similitude of any notes, bonds, coupons, or other securities, issued as aforesaid, with intent to sell or otherwise use the same; or if any person shall print, photograph, or in any other manner execute, or cause to be printed, photographed, or in any manner executed, or shall aid in printing, photographing, or executing any engraving, photograph, or other print, or impression, in the likeness or similitude of any such notes, bonds, coupons, or other securities, or any part or parts thereof, except for the use of the United States, and by order of the proper officer thereof, or shall vend or sell any such engraving, photograph, print, or other impression, except to the United States, or shall bring into the United States from any foreign place any such engraving, photograph, print, or other impression for the purpose of vending or selling the same, except by the direction of some proper officer of the United States, or shall have in his custody or possession any paper adapted to the making of such notes, bonds, coupons, or other securities, and similar to the paper upon which any such notes, bonds, coupons, or other securities shall have been issued, with intent to use such paper, or cause or suffer the same to be used, in forging or counterfeiting any of the notes, bonds, coupons, or other securities issued as aforesaid, every such person so offending shall be deemed guilty of a felony, and shall, on conviction thereof, be punished by fine not exceeding five thousand dollars, and by imprisonment and confinement to hard labor not exceeding fifteen years, according to the aggravation of the offence.

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receiver. (f) that the company is in default in its interest. S. F., Sinking Fund. "var." that the bonds fall due at different periods.

| Description. | Amount. | Interest. | Due. | Price. | Description. | Amount. | Interest. | Due. | Price. | Description. | Amount. | Interest. | Due. | Price. |
|--------------------------------------|-----------|-----------|---------|--------|---|-----------|-----------|--------|--------|---------------------------------------|-------------|-----------|---------|--------|
| Alabama and Florida: | | | | | Cincinnati, Hamilton and Dayton: | | | | | *Great Western, Ill.: | | | | |
| Mortgage | \$300,000 | 7 | 1887 | --- | 1st Mort age | \$400,000 | 7 | 1887 | 100 | 1st Mortgage (W. Div. 100 m.) | \$1,041,000 | 10 | --- | --- |
| Convert. (guar. by Dir.) | 150,000 | 7 | 1863 | --- | 2d Mortgage | 950,000 | 7 | 1880 | 90 | 1st M. (E. D. 84 m.), 2d M. (W. D.) | 1,350,000 | 7 | --- | --- |
| Alabama and Miss. Rivers: | | | | | *Cincinnati, Wilm. and Zanesville: | | | | | Old Sang. and Morg. Railroad | 41,000 | --- | --- | --- |
| State (Ala.) Loan | 123,171 | 7 | --- | --- | 1st Mortgage | 1,300,000 | 7 | 1889 | --- | 2d Mortgage | 323,000 | --- | --- | --- |
| Mortgage | 109,500 | 7 | --- | --- | 2d Mortgage | 574,000 | 7 | --- | --- | Chattel (Equipment) Mortgage | 374,426 | --- | --- | --- |
| Alabama and Tenn. Rivers: | | | | | 3d Mortgage | 158,000 | 7 | --- | --- | Hannibal and St. Joseph: | | | | |
| 1st Mortgage convertible | 833,000 | 7 | 1872 | --- | Income | 250,500 | 7 | --- | --- | Missouri State Loan (1st Lien) | 3,000,000 | 6 | --- | 35 |
| 2d Mortgage | 225,705 | 8 | 1864 | --- | Tunnel Right | 1,000,000 | 7 | --- | --- | Land Security | 5,000,000 | 7 | 1881 | 26 |
| Albany, Vt. and Canada: | | | | | Cleveland and Mahoning: | | | | | Mortgage (convertible) | 1,260,000 | 7 | 1883 | --- |
| 1st Mortgage | 500,000 | 7 | 1887 | --- | 1st Mortgage | 850,000 | 7 | --- | --- | Mortgage (not convertible) | 1,200,000 | 7 | 1889 | --- |
| Albany and West Stockbridge: | | | | | 2d Mortgage | 469,000 | 7 | --- | --- | Harrisburg and Lancaster: | | | | |
| Albany City (S. F.) | 1,000,000 | 6 | '86-'76 | --- | 3d Mortgage | 344,100 | 8 | --- | --- | New Dollar Bonds | 661,000 | 6 | 1883 | 93 1/2 |
| Androscoggin and Kennebec: | | | | | Clev. Painesville and Ashtabula: | | | | | Hartford and New Haven: | | | | |
| Million Dollar Loan | 468,600 | 6 | '61-'64 | 70 | 1st Mortgage | 564,000 | 7 | 1861 | 99 | 1st Mortgage | 927,000 | 6 | 1873 | 90 |
| \$1,100,000 Loan | 533,100 | 6 | 1890 | 7 1/2 | 2d Mortgage | 363,000 | 7 | 1862 | --- | Housatonic: | | | | |
| Stock, convert. (Coupon) | 710,000 | 6 | '63-'68 | --- | Special (Sunbury and Erie) | 500,000 | 7 | 1874 | --- | 1st Mortgage | 170,000 | 6 | 1877 | --- |
| Atlantic and St. Lawrence: | | | | | Convertible Scrip | 500,000 | 7 | 1880 | --- | Houston and Texas Central: | | | | |
| Dollar Bonds (Coupon) | 988,000 | 6 | 1886 | --- | Cleveland and Pittsburg: | | | | | State (1st Lien) Loan | 210,000 | --- | --- | --- |
| Sterling Bonds (Coupon) | 484,900 | 6 | 1878 | 97 | 1st Mortgage (Main Line) | 800,000 | 7 | 1860 | 73 | Mortgage | 125,000 | 7 | 1866 | --- |
| City of Portland Loan (Coups.) | 1,500,000 | 6 | '63-'70 | --- | 2d Mort. (M. L.) or 1st Extension | 1,188,000 | 7 | 1873 | 64 | Hudson River: | | | | |
| Baltimore and Ohio: | | | | | 3d Mort. (M. L.) or 2d Extension | 1,165,000 | 7 | 1875 | --- | 1st Mortgage | 4,000,000 | 7 | '69-'70 | 106 |
| Maryland Sterling | 3,000,000 | 5 | 1838 | --- | 4th Mort. (M. L.) or 3d Extension | 1,154,000 | 7 | --- | 43 | 2d Mortgage | 2,000,000 | 7 | 1860 | 83 |
| Mortgage Coupon | 2,500,000 | 6 | 1885 | 70 | Clev. Columbus and Cin. | | | | | 3d Mortgage | 1,840,000 | 7 | 1875 | 84 1/2 |
| " | 700,000 | 6 | 1880 | 68 | 1st Mortgage, Coupon | 509,000 | 7 | 64-'90 | --- | Convertible | 1,002,000 | 7 | 1867 | 75 |
| " | 1,123,500 | 6 | 1875 | 71 | Cleveland and Toledo: | | | | | Illinois Central: | | | | |
| " | 1,000,000 | 6 | 1867 | 81 | Junction 1st Mortgage 1st Div. | 359,000 | 7 | 1867 | 65 | Optional Right Scrip | 38,000 | 7 | 1868 | 64 |
| Balt. City Loan | 5,000,000 | 6 | 1890 | --- | Junction 1st Mortgage 2d Div. | 263,000 | 7 | 1872 | 65 | Construction | 12,885,000 | 7 | 1875 | 93 1/2 |
| Bellefontaine and Ind. (1 Jan. '60): | | | | | Junction 2d Mortgage | 263,000 | 7 | 1862 | --- | Construction | 4,115,000 | 6 | 1876 | 93 1/2 |
| 1st Mortgage convertible | 791,000 | 7 | 1866 | 55 | Tol. Nor. and Clev. 1st Mort. | 621,000 | 7 | 1863 | 75 | Debutenres | 42,740 | 7 | --- | --- |
| 2d Mortgage | 157,000 | 7 | 1870 | --- | Tol. Nor. and Clev. 2d Mort. | 293,300 | 7 | 1863 | 75 | Indiana Central: | | | | |
| Belvidere Delaware: | | | | | Junction Income | 44,500 | 7 | 1862 | --- | 1st Mortgage (convertible) | 600,000 | 7 | 1866 | 65 |
| 1st Mort. (guar. C. and A.) | 1,000,000 | 6 | 1877 | --- | C. and T. Income Mortgage | 126,500 | 7 | 1863 | 75 | 2d Mortgage | 284,500 | 10 | --- | 87 |
| 2d Mortgage (do.) | 500,000 | 6 | 1885 | --- | C. and T. Income (convertible) | 300,000 | 7 | 1864 | --- | Income | 281,500 | 10 | --- | 75 |
| 3d Mortgage (do.) | 581,000 | 6 | 1877 | --- | C. and T. Income (convertible) | 296,000 | 7 | 1864 | --- | Indianapolis and Cincinnati: | | | | |
| Black River and Utica: | | | | | C. and T. Dividend (convert.) | 158,610 | 7 | 18-5 | 75 | 1st Mortgage | 500,000 | 7 | 1866 | 85 |
| 1st Mortgage | 870,000 | 7 | 1869 | --- | C. and T. Income (convertible) | 42,000 | 7 | 1870 | --- | 2d Mortgage | 400,000 | 7 | --- | 85 |
| Boston Concord and Montreal: | | | | | C. and T. (S. F.) Mortgage | 1,173,000 | 7 | 1885 | 86 | Real Estate Mortgage | 200,000 | 7 | 1868 | 68 |
| 1st Mortgage | 200,000 | 6 | 1870 | --- | Columbus and Xenia: | | | | | Ind., Pittsb. and Clev. (1 Jan. '60): | | | | |
| 2d Mortgage | 300,000 | 7 | 1870 | --- | Dividend (due 1860, '61, '62, '66) | 272,700 | --- | var. | 92 | 1st Mortgage | 650,500 | 7 | 1870 | --- |
| 3d Mortgage Coupons | 150,000 | 6 | --- | --- | Connecticut River: | | | | | 2d Mortgage | 314,000 | 7 | --- | --- |
| 4th Mortgage Coupons | 200,000 | 7 | --- | --- | Mortgage | 250,000 | 6 | 1878 | --- | Jeffersonville: | | | | |
| Sinking Fund | 200,000 | 6 | --- | --- | Connecticut and Passump. Rivers: | | | | | 1st Mortgage | 289,000 | 7 | 1861 | 75 |
| Boston and Lowell: | | | | | 1st Mortgage | 800,000 | --- | --- | --- | 2d Mortgage | 392,000 | 7 | 1873 | 70 |
| Mortgage | 400,000 | 6 | 1873 | --- | Cumberland Valley: | | | | | *Kennebec and Portland: | | | | |
| Boston and Worcester: | | | | | 1st Mortgage | 161,800 | 8 | --- | --- | 1st Mortgage (City and Town) | 800,000 | 6 | 1870 | --- |
| Mortgage (plain) | 100,000 | 6 | 1860 | --- | 2d Mortgage | 109,500 | 8 | --- | --- | 2d Mortgage | 230,000 | 6 | 1861 | --- |
| Mortgage (convertible) | 500,000 | 6 | 1860 | --- | Dayton and Michigan (1 Ap. '60): | | | | | 3d Mortgage | 250,000 | 6 | 1862 | --- |
| Buffalo and State Line: | | | | | 1st Mortgage | 300,000 | 8 | --- | --- | *Kentucky Centr. (Conv. and Lex.) | | | | |
| 1st Mortgage | 500,000 | 7 | 1866 | 95 | 2d Mortgage | 2,212,000 | 8 | --- | --- | 1st Mortgage | 160,000 | 6 | --- | --- |
| Income 1/2 in '59, 1/2 in '62 | 200,000 | 7 | var. | --- | Dayton and Western: | | | | | 1st Mortgage | 260,000 | 7 | --- | --- |
| Unsecured | 200,000 | 7 | 1864 | --- | 1st Mortgage | 800,000 | 7 | --- | 50 | 2d Mortgage (convertible) | 1,000,000 | 7 | --- | --- |
| Special Erie and North-East | 149,000 | 7 | --- | --- | 2d Mortgage | --- | 7 | --- | 40 | 3d Mortgage | 600,000 | 7 | --- | --- |
| Burlington and Missouri: | | | | | Delaware: | | | | | Guaranteed by Covington | 200,000 | 6 | --- | --- |
| 1st Mort. on 1st Division | 590,000 | --- | --- | --- | 1st Mortgage | 500,000 | --- | --- | 80 | Cincinnati (exchanged) | 100,000 | 6 | --- | --- |
| Calro and Fulton (Mo.): | | | | | Guaranteed | 65,000 | --- | --- | --- | Keokuk, Ft. D. Moines and Minn.: | | | | |
| State (Mo.) Loan | 650,000 | 6 | '78-'79 | --- | State Loan | 170,000 | --- | --- | --- | City of Keokuk, 20 years | 400,000 | 8 | --- | --- |
| Cambden and Amboy: | | | | | Delaware, Lackawanna and W'n: | | | | | City of Keokuk, (special tax) | 150,000 | 10 | --- | --- |
| Mortgage | 367,000 | 6 | 1864 | 97 | 1st Mortgage | 900,000 | --- | 1871 | 104 | Lee Co. nty. 20 years | 150,000 | 8 | --- | --- |
| Mort. (chgd from Sterl'g) | 888,000 | 5 | 1864 | 97 | 1st Mortgage (E. Extension) | 1,500,000 | --- | 1875 | 101 | Keokuk, Mt. Pleasant and Muscat. | 150,000 | 8 | --- | --- |
| Mortgage | 800,000 | 6 | 1849 | --- | 2d Mortgage | 2,600,000 | --- | 1881 | 95 1/2 | Lee County | 200,000 | 8 | --- | --- |
| Mortgage | 1,700,000 | 6 | 1875 | 84 1/2 | Income (due 1882, '85 and '87) | 225,416 | --- | var. | 88 | City of Keokuk | 200,000 | 8 | --- | --- |
| Sterling (\$210,000) | 1,008,000 | 5 | 1864 | --- | Detroit and Milwaukee: | | | | | Henry and Louisa Company's | 50,000 | 8 | --- | --- |
| Sterling (\$225,000) | 1,030,000 | 6 | 1864 | --- | 1st Mortgage (convertible) | 2,500,000 | 7 | 1375 | --- | Lehigh Valley: | | | | |
| New Loan (iss'd \$387,000) | 2,500,000 | 6 | 1887 | --- | 2d Mortgage | 1,000,000 | 8 | 1866 | --- | 1st Mortgage | 1,500,000 | 6 | --- | 89 1/2 |
| *Catawissa: | | | | | 3d Mortgage (convertible) | 750,000 | 10 | 1863 | --- | La Crosse and Milwaukee: | | | | |
| 1st Mortgage | 1,500,000 | 7 | 1865 | 32 | 4th Mortgage (G. W. R. R.) | 500,000 | 8 | --- | --- | 1st Mortgage (Eastern Div.) | 903,000 | 7 | --- | 89 |
| Cayuga and Susquehanna: | | | | | Dubuque and Pacific: | | | | | 2d Mortgage (Eastern Div.) | 1,000,000 | 7 | --- | --- |
| 1st Mortgage | 800,000 | 7 | 1865 | --- | New Construction | 800,000 | --- | --- | --- | 1st Land Grant (Western Div.) | 4,000,000 | 7 | --- | 18 1/2 |
| Central of Georgia: | | | | | Dubuque Western: | | | | | 2d Land Grant (Western Div.) | 353,600 | 7 | --- | 18 1/2 |
| Mortgage | 86,087 | 7 | 1863 | --- | 1st Mortgage | 344,000 | 7 | --- | --- | 3d Mortgage (whole road) | 1,700,000 | 7 | --- | --- |
| Central of New Jersey: | | | | | Eastern (Mass.): | | | | | Farm Mortgage | 1,087,700 | 7 | --- | --- |
| 1st Mortgage | 1,400,000 | 7 | '65-'70 | 106 | Income (due \$75,000 annually) | 300,000 | 6 | var. | 100 | Unsecured Bonds | 1,785,000 | 7 | --- | --- |
| 2d Mortgage | 600,000 | 7 | 1875 | 100 | 2d Mortgage (convertible) | 710,000 | 6 | 62-'72 | 98 | Lexington and Frankfort: | | | | |
| Central Ohio: | | | | | 3d Mortgage (convertible) | 445,000 | 6 | 1874 | 101 | Mortgage, due 1864, '69 and '74 | 130,000 | 6 | --- | --- |
| 1st Mortgage | 450,000 | 7 | 1861 | 62 1/2 | 1st M. (State) \$75,000 a y'r after '65 | 500,000 | 6 | var. | --- | Little Miami: | | | | |
| 1st Mortgage | 800,000 | 7 | 1864 | 43 | East Tennessee and Georgia: | | | | | Mortgage (Coupon) | 1,300,000 | 6 | 1883 | 89 |
| 2d Mortgage | 800,000 | 7 | 1865 | 63 | State, 1st Mortgage | 970,000 | --- | --- | --- | Long Island: | | | | |
| 3d Mortgage | 950,000 | 7 | 1885 | --- | Endorsed by State of Tennessee | 150,000 | --- | --- | --- | 1st Mortgage | 500,000 | 6 | 1870 | 85 |
| 4th Mortgage (S. F.) | 1,385,800 | 7 | 1876 | --- | Mortgage (ordinary) | 790,688 | --- | --- | --- | Extension Bonds | 175,000 | 7 | 1890 | --- |
| Charleston and Savannah: | | | | | East Tennessee and Virginia: | | | | | Louisville and Frankfort: | | | | |
| 1st Mortgage (endorsed) | 510,000 | 6 | --- | --- | State, 1st Lien | 1,602,000 | --- | --- | --- | Louisville Loan | 174,000 | --- | --- | --- |
| 2d Mortgage | 1,000,000 | 7 | --- | --- | Endorsed by State of Tenness. | 200,000 | --- | --- | --- | 1st Mortgage | 248,000 | --- | --- | --- |
| Cheshire: | | | | | 1st Mortgage (after State) | 100,000 | --- | --- | --- | Louisville and Nashville: | | | | |
| Mort. (1860, '63, '75, and '77) | 786,400 | 7 | var. | --- | Redeemable in Stock | 66,950 | --- | --- | --- | State (Tenn.), 1st Lien | 300,000 | 6 | --- | --- |
| Chicago, Burlington & Quincy: | | | | | Eaton and Hamilton: | | | | | 1st Mortgage | 2,000,000 | 7 | --- | --- |
| Consolidated 1st Mort. (S. F.) | 2,172,000 | 8 | 1883 | 99 1/2 | 1st Mortgage | 757,734 | 7 | var. | --- | Lebanon Branch 1st Mortgage | 400,000 | 7 | var. | --- |
| Consolidated 2d Mort. (S. F.) | 813,000 | 8 | 1890 | 99 1/2 | Erie and North-East: | | | | | Memphis Branch 1st Mortgage | 500,000 | 7 | var. | --- |
| Chic. and Aur. 1st Mort. | 599,000 | 7 | 1867 | --- | Exchanged for Buff. and St. L. | 142,000 | --- | --- | --- | McMinnville and Manchester: | | | | |
| Chic. and Aur. 2d M. (S. F.) | 303,000 | 7 | 1869 | --- | Florida: | | | | | State (Tenn.) | 372,000 | 6 | --- | --- |
| Cent. Mil. Tr. 1st Mort. | 392,000 | 7 | 1864 | --- | Internal Improvement (State) | 1,655,000 | 7 | 1891 | --- | Mortgage | 24,000 | 7 | --- | --- |
| Cent. M. T. 2d M. (Conv.) | 245,000 | 8 | 1868 | --- | Free Land, 2d Mortgage | 1,500,000 | 8 | 1891 | --- | Mortgage | 10,000 | 6 | --- | --- |
| Chicago, Alton and St. Louis: | | | | | Florida and Alabama: | | | | | Madison and Indianapolis: | | | | |
| 1st Mortgage | --- | 7 | --- | --- | Internal Improvement (State) | --- | 7 | 1891 | --- | Mortgage | 600,000 | 7 | 1861 | --- |
| 2d Mortgage | --- | 7 | --- | --- | Free Land, 2d Mortgage | --- | 8 | 1891 | --- | *Marietta and Cincinnati: | | | | |
| 3d Mortgage | --- | 7 | --- | --- | Florida, Atlantic and Gulf Centr. | | | | | 1st Mortgage (convertible) | 2,500,000 | 7 | 1868 | --- |
| Chicago and Milwaukee: | | | | | Internal Improvement (State) | 300,000 | 7 | 1891 | --- | 2d Mortgage | 2,000,000 | 7 | --- | --- |
| 1st Mortgage (convertible) | 700,000 | 7 | 1874 | 70 | Free Land, 2d Mortgage | 200,000 | 8 | 1891 | --- | 3d Mortgage | 1,500,000 | 7 | --- | --- |
| Real Estate | 188,864 | 7 | 1868 | --- | Fox River Valley: | | | | | Sterling Income | 333,000 | 4 | --- | --- |
| Chicago and Rock Island: | | | | | 1st Mortgage | 400,000 | 7 | --- | --- | Domestic | 923,617 | --- | '69-'62 | --- |
| 1st Mortgage | 2,000,000 | 7 | 1870 | 90 | 2d Mortgage | 180,000 | --- | --- | --- | Memphis and Charleston: | | | | |
| Chicago and Northwestern: | | | | | Galena and Chicago Union: | | | | | State Tenn. Loan | 1,100,000 | 6 | 1880 | |

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

| Description. | Amount. | Interest. | Due. | Price. | Description. | Amount. | Interest. | Due. | Price. | Description. | Amount. | Interest. | Due. | Price. |
|--|-------------|-----------|---------|--------|--------------------------------------|-----------|-----------|---------|--------|---------------------------------------|-----------|-----------|---------|--------|
| Memphis and Ohio: | | | | | N. York, Providence and Boston: | | | | | Racine and Mississippi: | | | | |
| State (Tenn.) Loan..... | \$1,340,000 | 6 | | | 1st Mortgage..... | \$331,000 | 6 | | | 1st Mortgage (Eastern Division) | \$680,000 | 8 | | |
| Michigan Central: | | | | | North Carolina: | | | | | 1st Mortgage (West/rn Division) | 757,000 | 8 | | |
| 1st Mortgage Sterling..... | 467,489 | 6 | 1872 | | State Loan..... | 2,000,000 | 6 | | | Raleigh and Gaston: | | | | |
| 1st Mortgage S'tg (convertible)..... | 500,000 | 8 | 1869 | 100 | State Loan..... | 1,000,000 | 6 | | | Coupon..... | 100,000 | | 1862 | |
| 1st Mortgage (unconvertible)..... | 250,000 | 8 | 1860 | 96 | North-Eastern (S. C.): | | | | | Rensselaer and Saratoga: | | | | |
| 1st Mortgage (convert.) Dollar..... | 2,598,000 | 8 | 1869 | 100 | 1st Mortgage..... | 700,000 | | | | 1st Mortgage..... | | 7 | 1863 | |
| 1st Mortgage (S. F.), convertible..... | 4,153,000 | 8 | 1882 | 98 | 2d Mortgage..... | 224,500 | | | | Richmond and Danville: | | | | |
| Mich. Southern and N'p Indiana: | | | | | Real Estate..... | 35,910 | | | | State (Va.) Loan (34 years)..... | 600,000 | 6 | var. | |
| Michigan Southern, 1st..... | 991,000 | 7 | 1860 | 91 | Northern Central: | | | | | Guaranteed by State..... | 200,000 | 7 | 1875 | |
| Northern Indiana, 1st..... | 985,000 | 7 | 1861 | 92 | Balt. and Susq. R. R. (Coupons)..... | 150,000 | 6 | 1866 | | Mortgage (Coupon)..... | 250,000 | 7 | 1859 | |
| Erie and Kalamazoo..... | 800,000 | 7 | 1862 | | Md. State Loan (B. and Susq.)..... | 150,000 | 6 | | | Registered..... | 150,000 | 7 | 1860 | |
| Michigan Southern, conv..... | 67,000 | 7 | 1863 | 90 | York and Cumberland 1st Mort..... | 175,000 | 6 | 1870 | | Richmond, Fred. and Potomac: | | | | |
| Northern Indiana, conv..... | 123,000 | 7 | 1863 | 81 | York and Cumberland 2d Mort..... | 25,000 | 6 | 1871 | | Sterling (£207,000)..... | 324,000 | 6 | 1860 | |
| Jackson Branch..... | 130,000 | 7 | 1863 | 88 | York and C. guar. by Baltimore | 500,000 | 6 | 1877 | | Richmond and Petersburg: | | | | |
| Goshen Air Line..... | 1,168,000 | 7 | 1868 | 89 | N. C. Contract..... | 292,300 | 6 | 1876 | | Coupon..... | 159,000 | | 1875 | |
| Detroit and Toledo..... | 611,000 | 7 | 1876 | 76 | Construction..... | 2,086,500 | 6 | 1885 | 61 | * Rutland and Burlington: | | | | |
| 1st General Mortgage (S. F.)..... | 2,860,000 | 7 | 1885 | 90 | Northern (Ogdensburg): | | | | | 1st Mortgage..... | 1,800,000 | 7 | 1863 | 30 |
| 2d General Mortgage..... | 2,465,000 | 7 | 1877 | 73 | 1st Mortgage..... | 1,494,000 | 7 | 1859 | 66 | 2d Mortgage..... | 937,500 | 7 | 1863 | |
| * Milwaukee and Beloit: | | | | | 2d Mortgage..... | 3,077,000 | 7 | 1861 | 4 | 3d Mortgage..... | 435,000 | 7 | 1863 | |
| 1st Mortgage..... | 630,000 | 8 | | | North Missouri: | | | | | Sacramento Valley: | | | | |
| Milwaukee and Chicago: | | | | | State Loan (30 years)..... | 4,350,000 | 6 | | | 1st Mortgage..... | 400,000 | 10 | 1875 | |
| 1st Mortgage..... | 400,000 | 8 | | | North Pennsylvania: | | | | | 2d Mortgage..... | 329,000 | 10 | 1881 | |
| 2d Mortgage..... | 200,000 | 7 | | | Mortgage..... | 2,500,000 | 6 | 1875 | 65 | Sandusky, Dayton and Cincinnati: | | | | |
| * Milwaukee and Horicon: | | | | | Chattel Mortgage..... | 350,000 | 10 | | 79 | Mortgage..... | 125,000 | 10 | 1856 | |
| 1st Mortgage..... | 420,000 | 8 | | | Northern (N. H.): | | | | | Mortgage..... | 997,000 | 7 | 1866 | |
| 2d Mortgage..... | 600,000 | 8 | | | Mortgage (due 1860, '64 and '74) | 219,500 | | var. | | Mortgage..... | 1,000,000 | 7 | 1875 | |
| Milwaukee and Prairie du Chien: | | | | | Norwich and Worcester: | | | | | Sand'sky, Mansfield and N'wark: | | | | |
| 1st Mortgage (Coupon)..... | 2,556,000 | 7 | 1891 | 90 | Mass. State Loan..... | 400,000 | 6 | 1877 | | 1st Mortgage..... | 1,290,000 | 7 | 1866 | |
| Mississippi Central: | | | | | Mortgage..... | 205,800 | 6 | 1860 | | Saratoga and Whitehall: | | | | |
| 1st Mortgage..... | 1,007,363 | 7 | | | Ohio and Mississippi (O. and Ind.): | | | | | 1st Mortgage..... | 250,000 | 7 | 1858 | |
| Mississippi Central and Tenn.: | | | | | 1st Mortgage..... | 2,193,500 | † | 1858 | | 1st Mortgage (R. and W. Br.) | 100,000 | 7 | 1856 | |
| State (Tenn.) Loan..... | 529,000 | 6 | | | 2d Mortgage..... | 316,995 | † | | | Seaboard and Roanoke: | | | | |
| Mississippi and Missouri: | | | | | Construction..... | 4,637,920 | † | 1858 | 17 | 1st Mortgage..... | 300,000 | 7 | 1860 | |
| 1st Mortgage (convertible)..... | 1,000,000 | 7 | | | Income..... | 3,591,185 | † | 1858 | | 3d Mortgage..... | 75,000 | 7 | 1870 | |
| 2d Mortgage (S. F.)..... | 400,000 | 8 | | | Orange and Alexandria: | | | | | Dividend Bonds..... | 60,000 | 7 | 1856 | |
| Oakaloosa Division..... | 1,425,000 | 7 | | | 1st Mortgage..... | 400,000 | 6 | 1866 | | South Carolina: | | | | |
| Land Grant..... | 7,000,000 | 7 | | | 2d Mortgage or 1st Extension..... | 1,200,000 | 6 | 1875 | | State Loan..... | 187,000 | 5 | 1868 | |
| Mississippi and Tennessee: | | | | | 2d Extension Mortgage..... | 600,000 | 8 | 1873 | | Sterling..... | 183,333 | 6 | 1863 | |
| Tennessee State Loan..... | 98,000 | 6 | 1885 | | Pacific (Mo.): | | | | | Sterling..... | 2,000,000 | 5 | 1866 | |
| Mississippi State Loan..... | 292,799 | 6 | | | State (Mo.) Loan..... | 7,000,000 | 6 | | | Southern Mississippi: | | | | |
| 1st Mortgage..... | 171,000 | 7 | 1876 | | State Loan (S. W. Branch)..... | 2,800,000 | 6 | | | 1st Mortgage..... | 500,000 | | | |
| Mobile and Ohio: | | | | | Construction..... | 4,500,000 | 6 | | | South-Western (Ga.): | | | | |
| City (Mobile) Tax Loan..... | 400,000 | 6 | | | Panama: | | | | | 1st Mortgage..... | 631,000 | | 1875 | |
| Tennessee State Loan..... | 674,860 | 6 | | | 1st Mortgage Sterling..... | 1,250,000 | 7 | 1865 | 100 | * Springfield, Mt. Vern. and Pittab.: | | | | |
| Alabama State Loan..... | 389,410 | 6 | | | 2d Mortgage Sterling..... | 1,150,000 | 7 | 1872 | | 1st Mortgage..... | 500,000 | | | |
| Income..... | 1,508,070 | 8 | '61-'67 | | Pennsylvania: | | | | | 2d Mortgage..... | 450,000 | | | |
| Sterling..... | 878,035 | 6 | 1883 | | 1st Mortgage (convertible)..... | 4,905,000 | 6 | 1888 | 100 | * Steubenv. and Ind. (P. C. and C.): | | | | |
| Mississippi State Loan..... | 200,970 | 6 | | | 2d Mortgage..... | 2,319,000 | 6 | 1875 | 93 | 1st Mortgage..... | 1,500,000 | 7 | 1870 | |
| Montgomery and West Point: | | | | | 2d Mortgage Sterling..... | 1,957,440 | 6 | 1875 | | 2d Mortgage..... | 900,000 | 7 | 1865 | |
| Alabama State Loan..... | 122,622 | | | | State Works Bonds..... | 7,200,000 | 5 | | 78 | * St. Louis, Alton and Chicago: | | | | |
| Mortgage (due 1860, '63 and '65)..... | 350,000 | 6 | var. | | Pennsylvania Coal Company: | | | | | 1st Mortgage..... | 2,000,000 | 7 | | |
| Mortgage..... | 450,000 | 8 | 1866 | | 1st Mortgage..... | 600,000 | 7 | 1861 | | 2d Mortgage..... | 1,535,000 | 7 | | |
| Muskegon: | | | | | Penobscot and Kennebec: | | | | | 3d Mortgage (Income)..... | 1,000,000 | 10 | | |
| 1st Mortgage..... | 249,000 | 7 | | | Bangor City 1st Mort. (Coupon)..... | 780,000 | 6 | '74-'75 | | St. Louis and Iron Mountain: | | | | |
| Nashville and Chattanooga: | | | | | 2d Mortgage (Coupon)..... | 268,800 | 6 | 1876 | | State (Mo.) Aid..... | 2,501,000 | | | |
| Mortgage (State endorsed)..... | 1,500,000 | | | | 3d Mortgage (Coupon)..... | 166,600 | 6 | 1871 | | St. Louis City Subscription..... | 500,000 | | | |
| Chat. and Clev. Subsc. (endors.) | 231,000 | | | | Peoria and Oquawka: | | | | | St. Louis County Subscription..... | 1,000,000 | | | |
| * New Albany and Salem: | | | | | 1st Mort. (W. Ext.) convertible..... | 500,000 | 8 | 1862 | | Sunbury and Erie..... | | | | |
| Crawfordsville..... | 175,000 | 7 | | | 1st Mort. (E. Ext.) convertible..... | 500,000 | 8 | 1873 | | 1st Mort. (Sunbury to W'msp't)..... | 1,000,000 | 7 | 1877 | 80 |
| 1st Mortgage..... | 500,000 | 10 | | | Petersburg: | | | | | Mortgage (half to State)..... | 7,000,000 | 5 | '75-'78 | |
| 1st Mortgage..... | 2,236,000 | 6 | | | Mortgage (due 1863 to 1872)..... | 103,000 | 7 | var. | | Syracuse, Binghamton and N. Y.: | | | | |
| N. Hav., N. Lond. and Ston'gton: | | | | | Petersburg and Lynchburg (S. Side): | | | | | 1st Mortgage Coupon..... | 1,400,000 | 7 | 1876 | |
| Mortgage..... | 450,000 | 7 | | | State (Va.) Loan (S. F.)..... | 800,000 | 7 | | | Terre Haute, Alton and St. Louis: | | | | |
| Mortgage..... | 200,000 | 6 | | | 1st Mortgage (1859-'70-'75)..... | 365,000 | 6 | var. | | 1st Mortgage (convertible)..... | 1,000,000 | 7 | '62-'72 | 63 |
| Extension..... | 100,000 | 10 | | | 3d Mortgage (1862-'70-'72)..... | 378,000 | 6 | var. | | 2d Mortgage (convertible)..... | 2,000,000 | 7 | '68-'70 | 62 |
| New Haven and Northampton: | | | | | Special Mortgage (1865-'68)..... | 175,000 | 6 | var. | | 1st Mortgage (Bel. and Ill.)..... | 517,000 | 7 | 1873 | |
| 1st Mortgage..... | 500,000 | | 1869 | | Last Mortgage (1861 to 1869)..... | 133,500 | 8 | var. | | 2d Mortgage (Bel. and Ill.)..... | 494,000 | 7 | 1869 | |
| New Jersey: | | | | | Phila., Germant'n and Norrist'n: | | | | | 3d Mortgage (Bel. and Ill.)..... | 503,000 | 10 | 1874 | |
| Company's (various)..... | 711,000 | | var. | 102 | Consolidated Loan..... | 274,800 | | | | Tennessee and Alabama: | | | | |
| New London, Willim. and Palmer: | | | | | Loan of 1842..... | 100,000 | | | | State (Tenn.) Loan..... | 814,000 | | | |
| 1st Mortgage..... | 500,000 | 7 | | | Philadelphia and Reading: | | | | | Terre Haute and Richmond: | | | | |
| 2d Mortgage..... | 300,000 | 6 | | | Mortgage (S. F.)..... | 436,800 | 5 | 1867 | 91 | 1st Mortgage (convertible)..... | 250,000 | 7 | 1866 | |
| N. Orleans, Jackson and Gt. North: | | | | | Mortgage (S. F.)..... | 192,000 | 5 | 1880 | 88 | Toledo, Wabash and Western: | | | | |
| State (Miss.) Loan..... | 255,000 | 5 | '63-'48 | | Mortgage (S. F.)..... | 2,672,300 | 6 | 1880 | 92 | 1st M. (L. Er. Wab. and St. Louis) | 2,500,000 | 7 | 1865 | 77 |
| 1st Mortgage Coupon..... | 2,665,000 | 8 | 1886 | | Mortgage..... | 3,103,600 | 6 | 1870 | 90 | 2d M. (L. Er. Wab. and St. Louis) | 1,000,000 | 7 | 1869 | 48 |
| N. Orleans, Opelousa and Gt. West: | | | | | Mortgage (convertible)..... | 3,586,500 | 6 | 1886 | 73 | 3d M. (L. Er. Wab. and St. Louis) | 1,347,500 | 7 | 1891 | |
| Louisiana State Loan..... | 641,000 | 6 | | | Lebanon Valley R.R. (convert.)..... | 1,500,000 | 7 | 1886 | 73 | 1st Mortgage (Toledo and Ill.)..... | 900,000 | 7 | 1865 | 62 |
| New Orleans City Subscription | 1,500,000 | 5 | | | Phila., Wilmington and Baltimore: | | | | | * Vermont Central: | | | | |
| 1st Mortgage (S. F.)..... | 666,000 | 5 | 1889 | | Mortgage Loan..... | 2,300,000 | 6 | 1884 | | 1st Mortgage Coupon..... | 2,000,000 | 7 | 1861 | 10 |
| New York Central: | | | | | Improvement..... | 119,000 | 6 | 1863 | | 2d Mortgage Coupon..... | 1,136,000 | 7 | 1867 | 1 |
| Albany Loan—Alb. and Sch'dy..... | 127,000 | 5 | 1864 | 103 | Pittsburg and Connellsville: | | | | | Virginia Central: | | | | |
| State Loan—Sch'dy and Troy..... | 100,000 | 6 | 1867 | 90 | Pittsburg Subscription..... | 500,000 | | | | Mort. guaranteed by State of Va. | 100,000 | 6 | 1880 | 85 |
| State Loan—Rochester and Syr..... | 77,382 | 5 | 1861 | | Alleghany Co. "..... | 750,000 | | | | Mortgage (coupons)..... | 198,000 | 6 | 1872 | 82 |
| State Loan—Roch., L. and N. F..... | 298,000 | 7 | 1861 | 100 | Connellsville "..... | 100,000 | | | | Mortgage (coupons)..... | 926,000 | 6 | 1884 | |
| Stock Subscription..... | 785,000 | 6 | 1883 | 97 | McKeesport "..... | 100,000 | | | | Virginia and Tennessee: | | | | |
| Premium Consolidated Stock..... | 7,746,000 | 6 | 1883 | 97 | Baltimore Loan..... | 1,000,000 | | 1886 | | State (Va.) Loan..... | 1,000,000 | 6 | 1887 | |
| Real Estate..... | 221,000 | 6 | 1883 | 97 | Cumberland Subscription..... | 200,000 | | | | 1st Mortgage..... | 500,000 | 6 | 1872 | 85 |
| New Convertible..... | 3,000,000 | 7 | 1864 | 104 | 1st Mortgage (Turtle Cr. Div.)..... | 400,000 | 7 | 1890 | | 2d or Enlarged Mortgage..... | 1,000,000 | 6 | 1884 | 81 |
| New York and Erie: | | | | | Pittabg, Ft. Wayne and Chicago: | | | | | Salt Works Br. Mort. due '68-'61 | 203,000 | 6 | var. | |
| 1st Mortgage..... | 3,000,000 | 7 | 1867 | 106 | 1st Mortgage (O. and P.)..... | 1,000,000 | 7 | 1865 | | Warren (N. J.): | | | | |
| 2d Mortgage..... | 4,000,000 | 7 | 1864 | 104 | 2d Mortgage (O. and P.)..... | 750,000 | 7 | 1866 | | 1st Mortgage..... | 568,500 | 7 | 1875 | |
| 3d Mortgage (convertible)..... | 6,000,000 | 7 | 1883 | 93 | Income (O. and P.)..... | 1,938,000 | 7 | 1873 | 62 | Watertown and Rome: | | | | |
| 4th Mortgage (convertible)..... | 3,729,000 | 7 | 1880 | 84 | Bridge (O. and P.)..... | 207,000 | 7 | 1876 | | Mortgage (new bonds)..... | 800,000 | 7 | 1880 | |
| 5th Mortgage..... | 1,277,000 | 7 | 1883 | 78 | 1st Mortgage (O. and L.)..... | 1,000,000 | 7 | 1872 | | Western (Mass.): | | | | |
| Unsecured (convertible)..... | 2,618,000 | 7 | 1871 | 60 | 2d Mortgage (O. and L.)..... | 380,000 | 7 | 1873 | | Uterling (£299,900)..... | 4,319,520 | 5 | '68-'71 | |
| Unsecured (convertible)..... | 2,443,000 | 7 | 1862 | 55 | 1st Mortgage (F. W. and Chic.)..... | 1,250,000 | 7 | 1873 | | Williamsport and Elmira: | | | | |
| Sinking Fund..... | 2,193,000 | 7 | 1875 | 55 | Real Estate (F. W. and Chic.)..... | 498,000 | 7 | 1874 | | 1st Mortgage..... | 1,000,000 | 7 | 1890 | 70 |
| New York and Harlem: | | | | | Mortgage, Consolidated Comp'y..... | 2,064,000 | 7 | 1887 | | Wilmington and Manchester: | | | | |
| 1st Mortgage..... | 2,950,000 | 7 | 1873 | 100 | Pittsburg and Steubenville: | | | | | 1st Mortgage..... | 595,000 | 7 | 1866 | 69 |
| 2d Mortgage..... | 1,000,000 | 7 | 1864 | 94 | Mortgage..... | 800,000 | † | 1865 | | 2d Mortgage..... | 200,000 | 7 | 18 | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

| Years ending. | Railroad. | | | | Equipment | | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | |
|---------------|------------|---------------------------|------------------------|--------------------------------|-----------|------------|---------------|--------------------------------|--------------------------------|----------------|----------------------------|---------------------------|-----------------------------|----------------|------------|----------------|--|--|---|-----------|---------|------------------|
| | Main Line. | Lateral and Branch Lines. | 2nd Track and Sidings. | Road in progress or projected. | Cars. | | | | Property and Assets. | | | | Liabilities. | | | | Balance Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Earnings. | | Price of shares. |
| | | | | | Engines. | Passenger. | Freight, etc. | | Railroad and Appurtenances. | Rolling Stock. | Invested in foreign works. | Share Capital paid in. | Borrowed and Mortgage Debt. | Floating Debt. | Gross. | Net. | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| M. | M. | M. | M. | No. | No. | No. | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | M. | M. | \$ | \$ | p. c. | p. c. | |
| ALABAMA. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Jun. '60 | 65.0 | | | 50.6 | | | | Alabama and Florida | 1,451,388 | | | 877,953 | 503,500 | 105,255 | 1,515,704 | 54.0 | | | 101,102 | 37,866 | | |
| 28 Feb. '59 | 30.3 | | | 58.1 | 2 | 2 | 19 | Alabama and Mississippi | 461,505 | 30,991 | | 335,010 | 109,500 | 21,632 | 518,965 | 30.3 | | | 55,791 | 31,852 | | |
| 31 May '60 | 109.6 | | | 67.8 | 11 | 9 | 102 | Ala. and Tennessee Rivers | 2,261,927 | 184,906 | | 1,067,006 | 777,777 | 240,485 | 2,476,023 | 109.6 | | | 297,626 | 111,232 | | |
| 30 Jun. '59 | 57.0 | | | 171.3 | | | | Mobile and Girard | 1,500,000 | | | | | | | 57.0 | 236,791 | | 76,773 | 21,006 | | |
| 1 Apr. '61 | | | | 67.2 | 1 | 2 | 10 | Mobile and Great Northern | 590,216 | * | | 600,431 | | | 600,431 | | | | | | | |
| 1 May, '61 | 469.3 | 13.5 | | 49.4 | 40 | 23 | 502 | Mobile and Ohio | 12,000,000 | * | | | | | | | | | 1,402,858 | 695,370 | | |
| 29 Feb. '60 | 88.5 | 28.4 | | | 23 | 14 | 283 | Montgomery and West Point | 1,838,718 | 427,265 | 100,000 | 1,419,769 | 922,622 | 23,579 | 2,582,505 | 116.9 | | | 505,156 | 260,269 | 6 | |
| 1 May, '61 | | | | 209.5 | | | | North East and South West | | | | | | | | | | | | | | |
| ARKANSAS. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Nov. '58 | 38.5 | | | 301.4 | | | | Cairo and Fulton | | | | | | | | | | | | | | |
| | | | | 107.5 | | | | Memphis and Little Rock | 553,877 | * | | 351,524 | 446,000 | 10,725 | 811,949 | | | | | | | |
| CALIFORNIA. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Dec. '60 | 22.5 | | | | | | | Sacramento Valley | 1,493,850 | | | 793,850 | 700,000 | | 1,493,850 | 22.5 | | | 220,251 | 104,594 | | |
| CONNECTICUT. | | | | | | | | | | | | | | | | | | | | | | |
| 31 July '60 | 23.8 | | 2.8 | | 4 | 4 | 43 | Danbury and Norwalk | 843,103 | 59,373 | | 307,010 | 96,500 | | | 23.8 | 45,543 | | 77,028 | 34,866 | 16 | |
| 31 Jun. '61 | 122.4 | | 15.0 | | 75.1 | 16 | 20 | 241 | Hartford, Provid. and Fishkill | 3,903,455 | 302,511 | | 1,936,739 | 1,810,500 | 819,444 | 4,323,922 | 122.4 | 252,906 | | 859,147 | 149,477 | |
| 31 Aug. '61 | 61.4 | 1.6 | 64.5 | | 18 | 21 | 302 | Hartford and New Haven | 3,207,596 | 254,000 | 102,888 | 2,350,000 | 927,000 | 13,356 | 3,907,739 | 61.4 | 323,491 | | 712,876 | 354,136 | 14 | 186 |
| 31 Dec. '60 | 74.0 | | | | 11 | 11 | 240 | Housatonic | 2,439,775 | | 6,247 | 2,000,000 | 197,000 | 52,461 | 2,586,534 | 74.0 | | | 213,253 | 319,106 | | |
| 31 Dec. '60 | 67.0 | | | | 7 | 11 | 179 | Naugatuck | 1,381,800 | * | | 1,031,800 | 289,750 | 21,408 | 1,342,958 | 67.0 | | | 137,813 | 263,209 | | |
| 31 Dec. '60 | 62.0 | | | | 1.3 | 6 | 12 | N. Haven, N. London and Ston. | 1,454,040 | * | | 735,535 | 750,000 | 156,429 | 1,644,967 | 62.0 | | | 127,390 | 135,072 | | |
| 31 Dec. '60 | 46.0 | 8.8 | 4.9 | | 4.9 | | | New Haven and Northampton | 1,400,000 | * | | 922,500 | 600,000 | | 1,422,500 | 55.2 | | | 120,871 | 149,317 | 5 | |
| 31 Dec. '60 | 66.0 | | | | 5.2 | | | New London Northern | 1,399,409 | 174,159 | | 510,900 | 1,052,100 | | 1,573,568 | 66.0 | | | 148,820 | 130,295 | | |
| 31 Mar. '61 | 61.3 | 1.0 | 63.8 | | 31 | 74 | 368 | New York and New Haven | 4,640,607 | 675,294 | | 3,000,000 | 1,890,000 | | 1,717,523 | 117.4 | 579,659 | | 925,076 | 325,573 | | |
| 30 Nov. '60 | 66.0 | | 8.5 | | 14 | 17 | 232 | Norwich and Worcester | 2,463,983 | 237,171 | 200,000 | 2,122,500 | 811,300 | 45,286 | | 66.0 | | | 358,362 | 169,005 | 3 | 40 |
| DELAWARE. | | | | | | | | | | | | | | | | | | | | | | |
| 31 Oct. '60 | 84.0 | | | 10.7 | | | | Delaware | 1,552,257 | | | 406,132 | 870,000 | 271,877 | 1,607,684 | 84.0 | 136,631 | | 133,970 | 41,466 | | |
| 31 Oct. '59 | 16.2 | | | | | | | Newcastle and Frenchtown | 723,551 | | | 744,520 | | 4,941 | 749,171 | 5.0 | | | 21,105 | | 6 | |
| FLORIDA. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Apr. '62 | 154.2 | | | | 150 | | | Florida | 582,791 | 30,536 | | 191,456 | 195,000 | 75,894 | 619,112 | 32.0 | | | 7,857 | 3,535 | | |
| 30 Apr. '62 | 59.9 | | 3.0 | | 13.0 | 3 | 1 | Florida and Alabama | | | | | | | | | | | | | | |
| 30 Apr. '62 | 100.0 | 3.9 | 10.0 | | 153.5 | | | Flo. Atlantic and Gulf Central | | | | | | | | | | | | | | |
| | | | | | | | | Pensacola and Georgia | | | | | | | | | | | | | | |
| GEORGIA. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Jun. '60 | 86.7 | | | | 16 | 7 | 124 | Atlanta and West Point | 1,192,339 | * | | 1,250,000 | 126,000 | | 1,597,385 | 86.7 | | | 418,036 | 265,827 | 8 | 125 |
| 31 Dec. '60 | 53.0 | | | | | | | Atlanta and Gulf—M. Trunk | | | | | | | | | | | | | | |
| 30 Apr. '60 | 43.5 | | | | 23.7 | | | Augusta and Savannah | 1,032,200 | * | | 733,700 | 129,500 | | | 43.5 | | | 168,988 | 95,612 | | |
| 30 Nov. '60 | 191.0 | | | | 53 | 62 | 697 | Brunswick and Florida | 755,000 | * | | 151,887 | | | | 191.0 | | | | | | |
| 31 Mar. '60 | 171.0 | 61.0 | | | | | | Central of Georgia (and Bank) | 4,366,800 | * | | 4,366,800 | | | 6,590,173 | 229.0 | 879,468 | | 1,715,025 | 764,574 | 10 | |
| 30 Nov. '60 | 102.5 | | | | 19 | 16 | 171 | Georgia (and Bank) | 4,156,000 | * | 1,003,650 | 4,156,000 | 312,500 | | 8,123,343 | 232.0 | | | 1,159,158 | 628,048 | 8 | 100 |
| 31 July '59 | 50.0 | | | | 2 | 107 | | Macon and Western | 1,500,000 | * | | 1,500,000 | | | 1,658,976 | 102.5 | 226,241 | | 404,613 | 212,676 | 19 | 72 |
| 1 May, '58 | 68.1 | | | | 3 | 4 | 33 | Muscogee | 774,244 | 162,534 | | 669,950 | 249,000 | | 1,026,568 | 50.0 | | | 202,714 | 110,516 | 8 | |
| 31 July '60 | 100.8 | 100.8 | 16.2 | | 18 | 22 | 201 | Savannah, Albany and Gulf | 1,356,634 | 52,374 | | 1,275,901 | 10,200 | 180,621 | 1,473,140 | 71.6 | | | | | | |
| 30 Sep. '59 | 138.0 | | | | 52 | 24 | 705 | South Western | 5,770,425 | * | | 2,921,900 | 396,500 | | 3,822,913 | 228.8 | | | 588,853 | | 13 | |
| | | | | | | | | Western and Atlantic | 5,901,497 | * | | built and owned by State. | | | | 138.0 | | | 832,343 | 454,641 | | |
| ILLINOIS. | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '60 | 220.0 | | | | 38 | 36 | 647 | Chicago, Alton and St. Louis | 10,000,000 | * | | 8,500,000 | 4,500,000 | | 10,000,000 | 220.0 | 845,981 | | 994,569 | 225,786 | 13m | |
| 30 Apr. '61 | 133.0 | | 26.0 | | 62 | 31 | 960 | Chic., Burlington and Quincy | 6,062,923 | 1,405,998 | 2,726,930 | 4,659,340 | 3,814,516 | | 10,195,257 | 163.0 | | | 1,514,478 | 242,564 | | 63 |
| 31 Dec. '58 | 45.0 | | | | 6 | 14 | 101 | Chicago and Milwaukee | 1,799,894 | 67,869 | 120,000 | 988,000 | 762,886 | 188,045 | 2,050,065 | 45.0 | 14 mo. | | 243,282 | 155,284 | | |
| 1 Apr. '60 | 194.0 | | | | | | | Chicago and Northwestern | 9,344,863 | * | | 2,000,000 | 7,369,034 | 75,829 | 9,344,863 | 194.0 | 10 mo. | | 384,656 | 159,822 | | |
| 30 Jun. '60 | 181.8 | | | | 58 | 57 | 960 | Chicago and Rock Island | 6,913,554 | * | 115,285 | 5,603,000 | 1,397,000 | | 7,473,049 | 228.4 | | | 1,098,934 | 309,567 | 3 | 55 |
| 10 Nov. '58 | 33.2 | | | | | | | Fox River Valley | 580,000 | * | | 580,000 | | | | 33.2 | | | | | | |
| 31 Dec. '60 | 121.0 | 138.5 | 74.6 | | 60 | 63 | 1,369 | Galena and Chicago Union | 8,040,565 | 1,311,916 | 319,903 | 6,028,300 | 3,524,000 | | 10,469,855 | 261.3 | 792,029 | | 1,462,752 | 652,260 | | 67 |
| 31 May, '61 | 175.0 | | | | | | | Great Western | 5,022,926 | * | | 1,000,000 | 2,391,000 | | | 175.0 | | | 485,943 | 181,529 | | |
| 31 Dec. '60 | 454.8 | 252.5 | | | 113 | 96 | 2,306 | Illinois Central | 27,195,391 | * | | 15,654,980 | 15,672,240 | | 33,221,720 | 708.3 | | | 2,721,591 | 850,630 | | 64 |
| | | | | | | | | Illinois River | | | | | | | | | | | | | | |
| | | | | | | | | Ohio and Mississippi | 4,870,586 | * | | 1,780,295 | 3,292,403 | | | 148.0 | | | | | | |
| | | | | | | | | Peoria and Bureau Valley | | | | | 600,000 | | | oper. by Chic. | | & R. Ia. | 125,000 | | | |
| | | | | | | | | Peoria and Hannibal | 5,400,000 | * | | 1,569,889 | 2,200,000 | | | 186.0 | | | | | | |
| 31 Dec. '58 | 186.0 | | | | | | | Peoria and Oquawka | 1,975,555 | * | | 800,000 | 1,200,000 | | 2,000,000 | 100.0 | oper. by Chic. | | Bur. & Quincy. | | | |
| 31 Dec. '58 | 100.0 | | | | | | | Quincy and Chicago | | | | | | | | oper. by Chic. | | & R. Ia. | | | | |
| 31 Dec. '58 | 108.5 | 39.8 | 12.2 | | 31 | 30 | 424 | Rock Island Bridge | 7,908,958 | 625,487 | | 3,026,903 | 5,035,615 | 741,040 | 8,865,252 | 208.3 | | | 823,767 | | | |
| | | | | | | | | Terre Haute, Alton & St. Louis | | | | | | | | | | | | | | |
| INDIANA. | | | | | | | | | | | | | | | | | | | | | | |
| 31 Aug. '57 | 29.0 | | | | 73.0 | | | Cincinnati and Chicago | 2,080,433 | * | | 1,106,679 | 1,006,125 | | | 108.0 | | | | | | |
| 31 Aug. '57 | 109.0 | | | | | | | Cincinnati, Peru and Chicago | | | | | | | | | | | | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "not running." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

| Years ending | Railroad. | | | | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | |
|--------------|------------|---------------------------|------------------------|--------------------------------|------------|------------|-----------------------------|------------|-----------------------------|----------------|----------------------------|------------------------|---------------------------|----------------|-----------|--|--|---|-----------|-----------|-------|-------|
| | Main Line. | Lateral and Branch Lines. | 2nd Track and Sidings. | Road in progress or projected. | Cars. | | | | Property and Assets. | | | Liabilities. | | | | Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | | Earnings. | | |
| | | | | | Engines. | Passenger. | Freight, etc. | | Railroad and Appurtenances. | Rolling-Stock. | Invested in foreign works. | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | M. | | | M. | Gross. | Net. | P. c. | P. c. |
| M. | M. | M. | M. | No. | No. | No. | | | | | | | | | | | | | | | | |
| MAINE. | | | | | | | | | | | | | | | | | | | | | | |
| 31 May, '59 | 86.6 | — | — | — | 4 | 4 | Androscoggin | 757,351 | * | * | * | 151,833 | 444,638 | 160,910 | 757,381 | 36.5 | — | 40,155 | 24,676 | — | — | |
| 31 May, '61 | 55.0 | — | — | — | 9 | 10 | Androscoggin and Kennebec | 2,210,947 | * | * | 21,925 | 457,900 | 1,748,857 | 138,817 | 2,345,574 | 137.0 | — | 318,506 | 94,088 | — | — | |
| 30 Jan., '59 | 149.0 | — | 25.0 | — | 41 | 17 | Atlantic and St. Lawrence | 6,066,375 | 887,566 | * | * | 2,494,900 | 3,472,000 | 9,572 | 5,976,472 | 149.0 | 429,791 | 545,741 | 150,226 | 6 | 78 | |
| 30 Jun., '59 | 12.5 | — | 2.0 | — | 4 | 3 | Bangor, Oldtown and Milford | 244,726 | * | * | * | 135,000 | 40,576 | 244,726 | 12.5 | — | 30,830 | — | — | — | — | |
| 30 Sep., '61 | 83.0 | 9.5 | 8.0 | — | 12 | 11 | Kennebec and Portland | 2,871,284 | * | * | * | 1,287,779 | 1,280,000 | 271,143 | 2,990,998 | 109.5 | 139,968 | 172,113 | 91,487 | — | — | |
| 31 Dec., '61 | — | — | — | 14.0 | — | — | Penobscot | 328,412 | * | * | * | 150,497 | 300,000 | 75 | | | | | | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "not Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

| Years ending. | Railroad. | | | | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | | Price of shares. |
|-----------------|------------|---------------------------|------------------------|--------------------------------|------------|------------|---------------|-------------------------------|-----------------------------|----------------|----------------------------|------------------------|---------------------------|----------------|--|--|---|---------|-----------|------------|--|--|------------------|
| | Main Line. | Lateral and Branch Lines. | 2nd Track and Sidings. | Road in progress or projected. | Engines. | Cars. | | | Property and Assets. | | | Liabilities. | | | | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Gross. | Net. | Dividends. | | | |
| | | | | | | Passenger. | Freight, etc. | | Railroad and Appurtenances. | Rolling Stock. | Invested in foreign works. | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | Balance Total, incl. all other assets and liabilities. | | | | | | | | |
| M. | M. | M. | M. | No. | No. | No. | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | M. | M. | \$ | \$ | P. c. | P. c. | | | |
| NEW YORK. | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Sep. '60 | | | | 140.0 | | | | Albany and Susquehanna | 548,221 | | | 507,957 | | 46,189 | 554,096 | | | | | | | | |
| 30 Sep. '60 | 32.9 | | 3.3 | | 5 | 12 | 53 | Albany and Vermont | 1,557,502 | 136,038 | | 439,005 | 1,575,090 | | 60,000 | | oper. by Re. | | | | | | |
| 30 Sep. '60 | 38.3 | | 44.0 | | | | | Albany and West Stockbridge | 2,389,559 | | | 1,000,000 | 1,389,559 | | 2,389,559 | | oper. by W. | | | | | | |
| 30 Sep. '60 | 34.9 | | 2.6 | 73.6 | 4 | 6 | 39 | Black River and Utica | 1,156,269 | 81,445 | | 822,371 | 745,500 | 7,121 | 1,574,992 | | oper. by W. | | | | | | |
| 30 Sep. '60 | 14.8 | | 1.6 | | | | | Blossburg and Corning | 496,661 | | | 250,000 | 220,000 | | 470,000 | | oper. by W. | | | | | | |
| 30 Sep. '60 | 14.5 | | 7.0 | | | | | Brooklyn Central and Jamaica | 546,372 | 40,247 | | 448,750 | 85,000 | 42,102 | 575,852 | | oper. by W. | | | | | | |
| 30 Sep. '60 | 24.7 | 0.9 | 23.4 | 5.5 | 158 | | | Brooklyn City | 926,358 | 335,870 | | 1,000,000 | | 130,000 | 1,130,000 | | oper. by W. | | | | | | |
| 30 Sep. '61 | 142.0 | | 14.9 | 18.5 | 28 | 32 | 402 | Buffalo, New York and Erie | 3,165,147 | | 208,817 | 850,000 | 2,412,534 | 212,072 | 3,633,579 | 178.0 | oper. by Re. | | | | | | |
| 30 Sep. '60 | 68.3 | | 14.0 | | 28 | 34 | 327 | Buffalo and State Line | 2,267,158 | 521,126 | | 1,950,950 | 1,049,000 | 27,546 | 3,027,496 | 87.8 | oper. by W. | | | | | | |
| 30 Sep. '60 | 34.6 | | 38.1 | | | | | Cayuga and Susquehanna | 719,050 | | | 343,500 | 300,000 | 75,560 | 719,050 | 59.6 | oper. by Er. | | | | | | |
| 30 Sep. '60 | 17.4 | | 2.1 | | | | | Chemung | 400,000 | | | 380,000 | 70,000 | | 450,000 | oper. by Er. | | | | | | | |
| 30 Sep. '60 | 46.8 | | 2.9 | | 10 | 8 | 83 | Elmira, Jefferson & Canand. | 500,000 | | | 500,000 | | | 500,000 | oper. by Er. | | | | | | | |
| 30 Sep. '60 | 17.3 | | 3.0 | | | | | Hudson and Boston (West'n) | 175,000 | | | 175,000 | | | 175,000 | 11.3 | oper. by Er. | | | | | | |
| 30 Sep. '60 | 144.0 | | 115.1 | | 58 | 107 | 554 | Hudson River | 10,618,073 | 1,182,372 | | 3,758,466 | 9,107,000 | 182,106 | 15,000 | 967,065 | 2,047,146 | 778,121 | | | | | |
| 30 Sep. '60 | 84.0 | 2.5 | 10.8 | | 17 | 40 | 126 | Long Island | 2,077,132 | 489,138 | | 1,852,716 | 755,998 | 12,283 | 2,620,997 | 101.5 | oper. by W. | | | | | | |
| 30 Sep. '61 | 297.8 | 258.1 | 313.8 | | 211 | 237 | 3,171 | New York Central | 26,267,149 | 5,257,077 | 921,131 | 24,000,000 | 14,613,005 | 209,356 | 41,045,289 | 654.9 | oper. by W. | | | | | | |
| 30 Sep. '60 | 446.0 | 19.0 | 282.5 | | 219 | 194 | 2,763 | New York and Erie | 31,148,016 | 4,172,192 | 1,311,385 | 11,000,000 | 25,326,505 | 2,074,795 | 38,401,300 | 459.9 | oper. by W. | | | | | | |
| 30 Sep. '60 | 138.0 | 2.1 | 29.6 | | 33 | 98 | 576 | New York and Harlem | 8,022,786 | | | 5,717,190 | 6,055,752 | | 1,142,851 | 1,424,851 | 433,716 | 26,346 | | | | | |
| 30 Sep. '60 | 8.0 | | | | 2 | 8 | 8 | New York and Flushing | 244,412 | 34,750 | | 120,000 | 135,000 | 6,000 | 281,000 | 8.0 | oper. by Central. | | | | | | |
| 30 Sep. '60 | 99.0 | | | | | | | Niagara Bridge and Canand. | 1,000,000 | | | 1,000,000 | | | 1,000,000 | 121.5 | oper. by W. | | | | | | |
| 30 Sep. '60 | 118.0 | 3.8 | 17.7 | | 28 | 14 | 578 | Northern (Ogdensburg) | 4,809,856 | | | 1,500,000 | 3,077,000 | | 4,577,000 | 35.9 | oper. by W. | | | | | | |
| 30 Sep. '60 | 35.9 | | 2.2 | | 7 | 6 | 46 | Oswego and Syracuse | 791,002 | | | 396,240 | 213,500 | 4,875 | 604,745 | 75.4 | oper. by W. | | | | | | |
| 30 Sep. '60 | 75.4 | | 2.3 | | 6 | 4 | 83 | Potsdam and Watertown | 1,537,509 | 62,517 | | 665,419 | 1,000,000 | 192,748 | 754 | 79,240 | 119,066 | 64,753 | | | | | |
| 30 Sep. '60 | 25.2 | | 2.0 | | 5 | 13 | 70 | Rensselaer and Saratoga | 755,124 | 157,048 | | 610,000 | 140,000 | 750,000 | 59.2 | oper. by B. | | | | | | | |
| 30 Sep. '60 | 18.5 | | 1.2 | 21.3 | | | | Rochester and Genesee Valley | 654,021 | | | 557,560 | 150,000 | 19,980 | 607,540 | 18.0 | oper. by B. | | | | | | |
| 30 Sep. '60 | 18.0 | | 1.0 | | | | | Sackett Harbor, Rome & N.Y. | 70,468 | 1,050 | | 10,205 | | 61,213 | 71,518 | 18.0 | oper. by B. | | | | | | |
| 30 Sep. '60 | 21.0 | | 1.6 | | 2 | 2 | 11 | Saratoga and Schenectady | 480,684 | | | 300,000 | 83,000 | | 383,000 | 47.3 | oper. by B. | | | | | | |
| 30 Sep. '60 | 40.8 | 6.7 | 3.8 | | 9 | 11 | 84 | Saratoga and Whitehall | 820,518 | 81,166 | | 600,000 | 378,000 | 3,376 | 1,147,371 | 114,731 | 175,604 | 60,119 | | | | | |
| 30 Sep. '60 | 13.0 | | 0.3 | | 2 | 0 | 6 | State Island | 251,889 | 36,443 | | 62,731 | 162,087 | 63,374 | 13.0 | | 17,520 | 11,800 | | | | | |
| 30 Sep. '60 | 81.3 | | 7.6 | | 13 | 12 | 117 | Syracuse and Binghamton | 2,854,212 | | | 1,200,130 | 1,643,153 | 121,065 | 4,497,265 | 61.0 | oper. by B. | | | | | | |
| 30 Sep. '60 | 31.9 | | 3.5 | | 10 | 9 | 123 | Troy and Boston | 1,366,326 | 168,437 | | 605,911 | 806,500 | 247,155 | 112.0 | oper. by B. | | | | | | | |
| 30 Sep. '60 | 6.0 | | | | | | | Troy and Greenbush | 258,855 | 36,073 | | 274,400 | | | 274,400 | oper. by B. | | | | | | | |
| 30 Sep. '60 | 2.1 | | 2.1 | | | | | Troy Union | 752,601 | | | 30,000 | 680,000 | | 14,500 | oper. by B. | | | | | | | |
| 30 Sep. '60 | | | | | | | | Warwick Valley | 84,295 | | | 54,500 | 4,500 | | 59,000 | oper. by B. | | | | | | | |
| 30 Sep. '60 | 96.7 | | 11.0 | | 17 | 11 | 288 | Watertown and Rome | 1,948,640 | 827,304 | | 1,499,000 | 772,400 | 65,112 | 2,271,412 | 96.7 | oper. by B. | | | | | | |
| NORTH CAROLINA. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 May '60 | 94.9 | | 6.4 | | | | | Atlantic and North Carolina | 2,157,503 | | | 1,545,225 | 400,000 | 276,372 | 2,419,401 | 94.9 | oper. by W. | | | | | | |
| 31 May '60 | 223.0 | | | | | | | North Carolina | 4,235,000 | | | 4,000,000 | | | 235,000 | 223.0 | oper. by W. | | | | | | |
| 31 May '60 | 97.0 | | | | | | | Raleigh and Gaston | 1,240,241 | | | 978,300 | 128,200 | | 1,106,500 | 97.0 | oper. by W. | | | | | | |
| 30 Sep. '60 | 161.5 | 15.0 | | | 23 | 18 | 182 | Wilmington and Manchester | 2,632,787 | | 232,800 | 1,130,470 | 1,045,000 | 51,300 | 2,984,509 | 171.9 | oper. by W. | | | | | | |
| 30 Sep. '60 | 161.9 | | | | 24 | 32 | 144 | Wilmington and Weldon | 2,869,223 | | 107,000 | 1,840,213 | 701,055 | 102,391 | 3,114,954 | 171.0 | oper. by W. | | | | | | |
| 15 Mar. '60 | 81.0 | 3.0 | | 102.5 | | | | Western North Carolina | 2,000,000 | | 4,700 | 209,212 | | 70,860 | 384,072 | 81.0 | oper. by W. | | | | | | |
| OHIO. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '60 | 118.2 | | | | 17 | 12 | 208 | Atlantic and Great Western | 618,231 | | | 866,989 | 1,256,750 | 77,294 | 3,266,750 | 118.2 | oper. by W. | | | | | | |
| 1 Aug. '61 | 137.0 | | | | 41 | 39 | 508 | Bellefontaine and Indiana | 3,027,931 | | | 1,859,813 | 1,256,750 | 77,294 | 3,266,750 | 137.0 | oper. by W. | | | | | | |
| 31 Mar. '61 | 60.3 | | | | 22 | 28 | 432 | Central Ohio | 5,578,508 | 922,670 | 106,133 | 1,628,356 | 3,673,000 | 1,126,458 | 6,810,432 | 141.0 | oper. by W. | | | | | | |
| 31 Dec. '60 | 30.0 | | | | 22 | 28 | 432 | Cine, Hamilton and Dayton | 2,648,296 | 504,892 | 68,747 | 2,155,800 | 1,356,000 | | 3,708,392 | 198.3 | oper. by W. | | | | | | |
| 31 Dec. '60 | 30.0 | | | | 22 | 28 | 432 | Cine, and Indianapolis June | | | | | | | | 32.0 | oper. by W. | | | | | | |
| 1 May '59 | 131.8 | | | | 31.0 | 16 | 10 | Cine, Wilmington and Zanesv. | 6,250,841 | | | 2,441,176 | 3,032,000 | 228,978 | 131.8 | 304,168 | 190,745 | 10,180 | | | | | |
| 31 Dec. '60 | 135.4 | 5.8 | | | 22 | 31 | 495 | Cleveland, Columbus and Cine. | 4,029,200 | 614,411 | 512,333 | 4,746,100 | 519,000 | 4,201 | 5,765,123 | 141.2 | oper. by W. | | | | | | |
| 31 Dec. '60 | 67.0 | | | | 18.0 | 12 | 11 | Cleveland and Mahoning | 2,500,017 | 268,303 | 298,971 | 1,155,152 | 1,693,300 | 304,182 | 3,341,020 | 67.0 | oper. by W. | | | | | | |
| 31 Dec. '60 | 95.4 | 1.2 | 37.9 | | 30 | 42 | 470 | Clev. Painesville & Ashtabula | 3,221,635 | 649,593 | 541,503 | 3,000,000 | 1,602,000 | | 4,602,000 | 95.4 | oper. by W. | | | | | | |
| 30 Nov. '58 | 101.0 | 102.5 | | | 42 | | | Cleveland and Pittsburgh | 9,320,288 | | | 3,942,368 | 4,918,325 | 658,821 | 9,061,102 | 203.5 | oper. by W. | | | | | | |
| 31 May '61 | 109.2 | 79.4 | | | 32 | 45 | 409 | Cleveland and Toledo | 6,097,178 | 483,160 | 89,298 | 3,343,800 | 3,550,570 | 196,413 | 7,012,406 | 188.6 | oper. by W. | | | | | | |
| 31 Dec. '58 | 61.4 | | | | 53.0 | 6 | 6 | Clev. Zanesville and Cin. | 1,574,683 | | | 369,673 | 575,250 | 632,486 | 61.5 | 75,120 | 65,128 | 19,763 | | | | | |
| 31 Dec. '58 | 72.0 | | | | 31.0 | 6 | 9 | Columbus and Indianapolis | 2,555,000 | | | 750,000 | 1,600,000 | 205,000 | 72.0 | 144,000 | 84,000 | 17,760 | | | | | |
| 30 Nov. '58 | 54.5 | 10.4 | | | | | | Columbus and Xenia | 1,376,250 | 392,909 | 112,784 | 1,490,000 | 290,700 | 50,500 | 1,965,539 | | | | | | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

| Years ending. | Railroad. | | | | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | | Price of shares. | |
|----------------------------|------------|---------------------------|------------------------|--------------------------------|------------|------------|---------------|---------------------------------|-----------------------------|----------------|----------------------------|------------------------|---------------------------|----------------|------------|-------|--|---------------------------------------|---|---------|------|------------|------------------|--|
| | Main Line. | Lateral and Branch Lines. | 2nd Track and Sidings. | Road in progress or projected. | Engines. | Passenger. | Freight, etc. | | Property and Assets. | | | | Liabilities. | | | | Total, incl. all other assets and liabilities. | Road operated, incl. road leased etc. | Mileage run by locomotives with trains. | Gross. | Net. | Dividends. | | |
| | | | | | | | | | Railroad and Appurtenances. | Rolling Stock. | Invested in foreign works. | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | p. c. | p. c. | | | | | | | | |
| PENNSYLVANIA, (Continued.) | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Oct. '60 | 48.9 | — | 3.2 | 99.5 | 7 | 7 | 65 | Pittsburg and Connellsville .. | 2,724,803 | 81,136 | — | 1,755,826 | 1,292,700 | 67,869 | 3,378,707 | 60.0 | 113,775 | 80,553 | 29,690 | — | — | — | — | |
| 30 Jun. '61 | 467.5 | — | 63.7 | — | 104 | 80 | 1,261 | Pittb'g, Ft. Wayne & Chicago .. | 17,479,905 | — | 31,408 | 6,266,367 | 10,192,155 | 1,791,166 | 18,487,835 | 467.5 | 1,948,501 | 2,335,353 | 761,554 | — | — | — | 4 | |
| 30 Sep. '59 | 31.0 | — | — | 11.0 | — | — | — | Pittsburg and Steubenville .. | 1,947,462 | — | — | 1,221,277 | 280,000 | — | 1,501,277 | — | — | — | — | — | — | — | — | |
| 30 Sep. '59 | 54.0 | — | 3.0 | — | 7 | 7 | 26 | Schuylkill and Susquehanna .. | 1,258,700 | — | — | 1,258,700 | 97,000 | — | 1,355,700 | 54.0 | — | — | — | — | — | — | — | |
| 30 Sep. '59 | 9.2 | 15.3 | 14.9 | — | — | — | — | Schuylkill Valley .. | 573,616 | — | — | 568,160 | — | — | 573,616 | 24.5 | — | — | 34,501 | 29,604 | — | — | — | |
| 31 Mar. '61 | 28.0 | 1.2 | 2.0 | — | 4 | 1 | 445 | Shamokin Valley & Pottsville .. | 1,241,437 | 95,888 | 363,004 | 864,450 | 789,970 | 80,821 | 1,724,227 | — | — | — | 96,227 | 54,582 | — | — | — | |
| 31 Dec. '59 | 148.0 | — | 20.0 | 140.0 | — | — | — | Sunbury (Phila.) and Erie .. | 6,393,712 | 107,252 | — | 4,606,920 | 4,369,070 | 861,271 | 10,169,869 | 148.0 | — | — | 114,126 | 61,848 | — | — | — | |
| 30 Nov. '59 | 29.6 | 6.5 | 31.9 | — | 8 | 3 | 127 | Tioga .. | 703,349 | 85,932 | — | 97,550 | 396,000 | — | 29.6 | — | — | — | 83,072 | 47,007 | — | — | — | |
| 30 Sep. '59 | 28.4 | — | 2.1 | — | 4 | 11 | 9 | Westchester and Philadelphia .. | 1,410,638 | 74,677 | — | 682,170 | 944,169 | 52,434 | 1,679,301 | 28.4 | — | — | 125,597 | 4,502 | — | — | — | |
| 30 Sep. '60 | 78.0 | — | 6.0 | — | 16 | 8 | 126 | Williamsport and Elmira .. | 4,050,314 | — | — | 1,600,000 | 2,200,000 | 293,895 | — | 78.0 | 199,878 | 238,420 | 860,339 | — | — | — | 4 1/2 | |
| RHODE ISLAND. | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 Jan. '60 | 50.0 | — | 2.0 | — | 12 | 17 | 103 | N. Y., Providence and Boston .. | 2,158,000 | — | — | 1,508,000 | 276,800 | — | — | 62.0 | 240,449 | 331,522 | 106,782 | — | — | 5 | 55 | |
| 30 Nov. '58 | 13.6 | — | 0.5 | — | — | — | — | Providence, Warren & Bristol .. | 434,698 | 1,588 | — | 287,917 | 109,937 | 36,139 | — | 13.6 | 23,514 | 23,005 | 1,278 | — | — | — | — | |
| SOUTH CAROLINA. | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '58 | 13.2 | 1.5 | — | 182.4 | 2 | — | 26 | Blue Ridge .. | 2,126,539 | — | — | 1,916,515 | 217,577 | — | 2,134,092 | 13.2 | — | — | — | — | — | — | — | |
| 31 Dec. '58 | 54.9 | — | 47.4 | — | 4 | 8 | 21 | Charleston and Savannah .. | 801,615 | 34,372 | 250,000 | 706,365 | 195,266 | 197,905 | 1,099,536 | 51.9 | — | — | — | — | — | — | — | |
| 31 Dec. '58 | 109.6 | — | — | — | 13 | 9 | 176 | Charlotte and South Carolina .. | 1,719,045 | — | — | 1,301,000 | 384,000 | — | 1,685,000 | — | — | — | 283,263 | 151,536 | — | — | — | |
| — '58 | 40.3 | — | — | — | — | — | — | Cheraw and Darlington .. | 600,000 | — | — | 400,000 | 200,000 | — | 600,000 | 49.3 | — | — | — | — | — | — | — | |
| 1 Jan. '59 | 143.2 | 21.5 | — | — | — | — | — | Greenville and Columbia .. | 2,439,769 | 324,161 | — | 1,429,008 | 1,145,000 | 245,546 | 2,619,554 | 143.2 | — | — | 341,190 | 125,871 | — | — | — | |
| 31 Aug. '58 | 22.5 | — | — | — | — | — | — | Kings Mountain .. | 196,230 | — | — | 200,000 | — | — | 200,000 | 22.5 | — | — | — | — | — | — | — | |
| 31 July '58 | 32.0 | — | — | — | — | — | — | Laurens .. | 543,403 | — | — | 400,000 | 106,218 | — | 543,403 | 32.0 | — | — | 27,568 | 8,527 | — | — | — | |
| 28 Feb. '59 | 102.0 | — | — | — | — | — | — | North-Eastern .. | 2,011,652 | — | — | 985,743 | 960,410 | 108,172 | 2,057,325 | 102.0 | — | — | 220,014 | 96,145 | — | — | — | |
| 31 Dec. '60 | 136.0 | 106.0 | — | — | 62 | 59 | 790 | South Carolina .. | 2,643,833 | — | — | — | — | — | — | — | — | 1,499,636 | 701,943 | — | — | — | — | |
| 31 July '58 | 26.1 | — | — | — | — | — | — | Spartanburg and Union .. | — | — | — | — | — | — | — | 26.1 | — | — | — | — | — | — | — | |
| TENNESSEE. | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Sep. '60 | 47.6 | — | — | — | — | — | — | Central Southern (Tenn.) .. | 1,021,439 | 58,133 | — | 505,214 | 514,000 | 99,110 | 1,137,707 | 47.6 | — | — | 29,967 | 19,187 | — | — | — | |
| 1859. | — | — | — | — | 17.0 | 2 | 14 | Edgefield and Kentucky .. | 857,947 | — | — | 333,204 | 612,000 | 60,900 | — | 30.0 | 29,845 | 9,359 | 7,486 | — | — | — | — | |
| 31 Dec. '58 | 30.0 | — | 1.8 | — | 12 | 10 | 171 | East Tennessee and Georgia .. | 3,637,367 | — | — | 1,289,673 | 2,020,000 | 200,000 | — | 140.0 | — | — | 318,718 | 187,466 | — | — | — | |
| 1859. | 140.0 | — | 8.0 | — | 10 | 10 | 128 | East Tennessee and Virginia .. | 2,310,033 | 156,264 | — | 536,654 | 1,902,000 | 390,407 | — | 130.3 | 150,142 | 297,806 | 149,167 | — | — | — | — | |
| 1860. | 271.6 | 19.4 | 20.0 | — | 43 | 37 | 667 | Memphis and Charleston .. | 5,866,578 | 878,069 | 129,364 | 3,809,949 | 2,659,000 | 280,112 | 7,627,797 | 271.6 | — | — | 1,635,096 | 873,597 | — | — | — | |
| 1859. | 271.6 | 16.0 | 20.0 | — | 3.9 | 9 | 242 | Memphis and Ohio .. | 2,252,267 | 141,144 | — | 670,000 | 1,361,000 | 145,000 | — | — | — | — | — | — | — | — | — | |
| 1859. | 100.0 | — | 30.6 | — | 55.8 | — | — | Memphis, Clarksv. & Louisv. | 2,000,000 | 100,500 | — | 298,721 | 740,000 | — | — | — | — | — | — | — | — | — | — | |
| 1859. | 59.0 | — | 40.1 | — | 7 | 5 | 119 | Mississippi and Tennessee .. | 1,137,400 | — | — | 798,285 | 554,949 | 319,518 | — | 59.4 | 69,870 | 177,256 | 60,029 | — | — | — | — | |
| 1859. | 47.4 | — | 2.3 | — | 4 | 6 | 46 | Mississippi Central and Tenn. | 892,710 | 82,908 | — | 317,447 | 632,500 | 22,369 | — | 47.4 | 54,175 | 83,129 | 44,666 | — | — | — | | |

New York Stock Exchange.

Highest Sale Prices for the week ending March 5.

Th. 27. F. 23. Sat. 1 M. 3. Tu. 4. W. 5.

FEDERAL STOCKS:—

| | | | | | |
|----------------------|-----|-----|-----|-----|-----|
| U. S. 5s, 1871 | 85 | 85½ | 85½ | 85½ | 85 |
| U. S. 5s, 1874 | 85 | 85½ | 85½ | 85½ | 85 |
| U. S. 5s, 1865 | 93 | 93 | 93 | 93 | 93 |
| U. S. 6s, 1881 reg. | 92½ | 92½ | 93½ | 93½ | 93½ |
| U. S. 6s, 1881, cou. | 93 | 92½ | 93 | 93 | 92½ |
| U. S. 6s, 1862 | 98½ | 98½ | 100 | 100 | 98½ |
| U. S. 6s, 1867 | 98½ | 98½ | 100 | 100 | 98½ |
| U. S. 6s, 1868 | 93 | 93 | 93 | 93 | 93 |

STATE STOCKS:—

| | | | | | |
|----------------------------|------|------|------|------|------|
| California 7s | 80½ | 87 | 85½ | 86½ | 86½ |
| Georgia 7s | 87½ | 87½ | 87½ | 87½ | 87½ |
| Illinois Coupon bonds 90 | 87½ | 87½ | 87½ | 87½ | 87½ |
| Indiana 6s | 78½ | 78½ | 78½ | 78½ | 78½ |
| Kentucky 6s | 88 | 88 | 88 | 88 | 88 |
| Louisiana 6s | 88 | 88 | 88 | 88 | 88 |
| Maryland 6s | 88 | 88 | 88 | 88 | 88 |
| Michigan 6s | 88 | 88 | 88 | 88 | 88 |
| Minnesota 8s | 88 | 88 | 88 | 88 | 88 |
| Missouri 6s | 51½ | 52½ | 53½ | 53½ | 52½ |
| Do. Iss. to H. & St. J. R. | 64 | 64 | 64 | 64 | 64 |
| New York 6s, 1864 | 103½ | 103½ | 103½ | 103½ | 103½ |
| North Carolina 6s | 71 | 71 | 71 | 71 | 71 |
| South Carolina 6s | 71 | 71 | 71 | 71 | 71 |
| Ohio 6s | 98 | 100 | 100 | 100 | 97 |
| Tennessee 6s, 1860 | 61 | 59½ | 60½ | 62 | 61½ |
| Virginia 6s | 60 | 59 | 59½ | 59½ | 59½ |

RAILROAD SHARES:—

| | | | | | |
|---------------------------|------|------|------|------|------|
| Buffalo & State Line | 64 | 64½ | 64½ | 64 | 63½ |
| Chicago, Burl. and Q. | 57 | 56½ | 56½ | 56 | 55½ |
| Chicago and Rock Isl. | 56½ | 56½ | 56½ | 56 | 55½ |
| Clev., Col. and Cin. | 109½ | 109½ | 109½ | 109½ | 109½ |
| Clev. and Pittsburg | 18 | 18½ | 19 | 20½ | 19½ |
| Clev. and Toledo | 45 | 45½ | 45½ | 46 | 45½ |
| Del., Lack. and West. | 68½ | 68½ | 68½ | 68½ | 67½ |
| Galena and Chicago | 68½ | 68½ | 68½ | 68½ | 67½ |
| Hudson River | 38½ | 38½ | 38½ | 38 | 37½ |
| Illinois Central (scrip) | 63½ | 64 | 65 | 63½ | 64½ |
| Michigan Central | 54 | 54½ | 54½ | 54½ | 53½ |
| M. S. and N. I. guar'd. | 48 | 48½ | 47½ | 48½ | 47½ |
| M. S. and N. I. | 24 | 24½ | 24 | 24½ | 24 |
| Mil. and P. du Chien | 20½ | 20 | 20½ | 20½ | 20 |
| M. and P. du C. 1st pref. | 55 | 55 | 55 | 54½ | 54½ |
| M. and P. du C. 2d pref. | 55 | 55 | 55 | 54½ | 54½ |
| New Jersey | 124 | 124 | 124 | 124 | 124 |
| New Jersey Central | 82½ | 83½ | 83½ | 83½ | 83½ |
| New York Central | 82½ | 83½ | 83½ | 83½ | 83½ |
| Erie | 35 | 36½ | 34½ | 35 | 34½ |
| Erie pref. | 58½ | 58½ | 58½ | 58½ | 57½ |
| Erie Assessment Scrip | 12½ | 12½ | 12½ | 12½ | 12½ |
| N. York and Harlem | 12 | 12½ | 12½ | 12½ | 12½ |
| N. Y. and H. "pref." | 119½ | 119½ | 119½ | 118 | 118 |
| Panama | 44 | 42½ | 42½ | 42½ | 41½ |
| Phila. and Reading | 44 | 42½ | 42½ | 42½ | 41½ |

RAILROAD BONDS:—

| | | | | | |
|-------------------------------|------|-----|-----|-----|-----|
| Buff. N. Y. & Erie 1 M. | 82 | 82 | 82 | 82 | 82 |
| Chic. and N. W. 1st M. | 48 | 48 | 48 | 48 | 48 |
| Chic. and N. W. 2d M. | 18 | 18 | 18 | 18 | 18 |
| Chic. and N. W. S. F. | 100 | 100 | 100 | 100 | 100 |
| Chic. & Tol. S. F. 7 p.c. '85 | 87 | 87 | 87 | 87 | 87 |
| Chic., Bur. and Q. 8 p.c. '99 | 100 | 100 | 100 | 100 | 99 |
| Chic. and R. I. 1st M. '70 | 99 | 99 | 99 | 99 | 100 |
| D. L. & W. 1 M. S. p.c. '71-6 | 100 | 100 | 100 | 100 | 100 |
| D. L. & W. 2 M. S. p.c. '81 | 100 | 100 | 100 | 100 | 100 |
| Gal. & Ch. 1 M. S. p.c. '63 | 100 | 100 | 100 | 100 | 100 |
| Gal. & Ch. 2 M. S. p.c. '75 | 98 | 98 | 98 | 98 | 98 |
| Hann. & St. J. 1 M. S. | 46 | 46 | 46 | 46 | 46 |
| Hudson R. 1 M. 7 p.c. '69 | 106½ | 106 | 106 | 106 | 106 |
| Hudson R. 2 M. 7 p.c. '69 | 106½ | 106 | 106 | 106 | 106 |
| Hudson R. 3 M. 7 p.c. '75 | 82½ | 83½ | 84½ | 84½ | 84½ |
| Ill. Centr. 7 p.c. '75 | 94½ | 94 | 94 | 94 | 93½ |
| Ill. Centr. 6 p.c. '75 | 94½ | 94 | 94 | 94 | 93½ |
| L. Erie & Wab. 1 M. | 77 | 77 | 77 | 77 | 77 |
| L. Erie & Wab. 2 M. | 48 | 48 | 48 | 48 | 48 |
| La Crosse & Mil. L. G. | 89½ | 89½ | 89½ | 89½ | 89½ |
| Mil. and P. du C. 1st M. | 89½ | 89½ | 89½ | 89½ | 89½ |
| Mich. Cen. S. F. 8 p.c. '82 | 92 | 92 | 92 | 92 | 92 |
| Mich. Cen. S. F. 8 p.c. '82 | 92 | 92 | 92 | 92 | 92 |
| Mich. Southern 1st M. | 73 | 73 | 73 | 73 | 73 |
| Mich. Southern 2d M. | 73 | 73 | 73 | 73 | 73 |
| M. S. & N. I. 1 M. S. F. | 90½ | 90½ | 90½ | 90 | 90 |
| M. S. & N. I. 2 M. S. F. | 90½ | 90½ | 90½ | 90 | 90 |
| Northern Ind. 1 M. | 92 | 92 | 92 | 92 | 92 |
| N. J. Central 1st M. | 97 | 97 | 97 | 97 | 97 |
| N. J. Central 2d M. | 97 | 97 | 97 | 97 | 97 |
| N. Y. C. 6 p.c. cert. '83 | 97 | 97 | 97 | 97 | 97 |
| N. Y. C. 1 M. 7 p.c. '84 | 104 | 104 | 104 | 104 | 104 |
| N. Y. & E. 1 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 2 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 3 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 4 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 5 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 6 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 7 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 8 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 9 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 10 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 11 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 12 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 13 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 14 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 15 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 16 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 17 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 18 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 19 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 20 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 21 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 22 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 23 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 24 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 25 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 26 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 27 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 28 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 29 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |
| N. Y. & E. 30 M. 7 p.c. '87 | 96½ | 96½ | 96½ | 96½ | 96½ |

MISCELLANEOUS:—

| | | | | | |
|------------------------|-----|----|----|----|----|
| Del. and Hud. Canal | 92 | 92 | 92 | 91 | 91 |
| Penn'a Coal Co. | 83 | 83 | 83 | 83 | 83 |
| Pacific Mail S. S. Co. | 91½ | 93 | 95 | 94 | 93 |

The following are the closing prices in the London Market on the 22d February:

| | | | |
|--|---------|----|-----|
| United States 5s, 1874 | 66 | to | 67 |
| Virginia 6s | 47 | " | 48 |
| Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent. | 61 | " | 63 |
| Erie shares, ex assessment scrip | 28½ | " | 29½ |
| Erie shares, 7 per cent. preference | 48 | " | 49 |
| Erie shares, assessment scrip | 1½ | " | 2 |
| Illinois Central 6s, 1875 | 78 | " | 79 |
| Illinois Central 7s, 1875 | 79 | " | 80 |
| Illinois Central \$100 shares, \$85 paid, dis. | 44½ | " | 45½ |
| Illinois Central, all paid | 53 | " | 54 |
| Michigan Central 8s, Convertible, 1869 | 82 | " | 84 |
| Michigan Central Sinking Fund 8s, 1872 | 84 | " | 86 |
| Michigan South. and North. Indiana 7s, 1885 | 80 | " | 82 |
| New York Central 6s, 1883 | 80 | " | 82 |
| New York Central 7s, 1884 | 80 | " | 82 |
| New York Central 7s, 1876 | 80 | " | 82 |
| New York Central \$100 shares | 80 | " | 82 |
| New York and Erie 7s, 1867 | 90 | " | 92 |
| New York and Erie, 2d mort., 1869 | x.c. 85 | " | 90 |
| New York and Erie, 3d mort., '83, assessed | 78 | " | 80 |
| New York and Erie, 4th mort. | 78 | " | 80 |
| New York and Erie Bonds, 1862, '71, '75 | 78 | " | 80 |
| New York and Erie shares, assessed | 78 | " | 80 |
| Panama, 1st mortgage 7s, 1865 | 99 | " | 101 |
| Panama, 2d mortgage 7s, 1872 | x.c. 99 | " | 101 |
| Pennsylvania Central 6s | 83 | " | 85 |
| Pennsylvania Central 2d mortgage | 83 | " | 85 |
| Pennsylvania Central \$50 shares | 18 | " | 20 |
| Philadelphia and Reading \$50 shares | 18 | " | 20 |

American Railroad Journal.

Saturday, March 8, 1863.

Share and Money Market.

The Share Market the past week has been pretty uniform, with a slight decline in nearly the whole list, but governments. The decline may be probably attributed to the embargo which is put upon intelligence from nearly all the scenes of military operations. The market, however, is strong, while the conviction is almost universal that an important improvement in prices is not far distant. This conviction has put a check upon operations for a fall. Money has been very active during the week, having been made so, in part, by the passage of the Treasury Note Bill, which for a short time had the effect to put the notes issued to a small premium. Greater ease is already manifest, and will be increased by the issue of the new notes, which must make their appearance in a few days. The belief is universal that money must soon be very abundant, and the advantage is fast coming to be in favor of the borrower. Gold is still weak, selling at 102½ to 102½. Sixty day bills on London are quoted at 113¼.

The Chemung Railroad Company has declared a quarterly dividend of 2 per cent., payable on demand at the office of the Treasurer, Park Fire Insurance Company, 237 Broadway.

The trustees of the 1st mortgage bondholders of the Vermont Valley Railroad Company have declared a dividend of 50 per cent. on coupons of April 1st, 1857, payable on and after March 10th, 1862. For the convenience of the bondholders in New York and elsewhere, the dividend will be paid for the space of one month, viz: from the 10th of March to the 10th of April, at the office of Alexander Hamilton, Jr., 41 Wall street, Jauncey Court, and thereafter will only be paid at the office of the treasurer in Bellows Falls.

Michigan Central Railroad.

The following table will show the earnings of the Michigan Central for the past three months, as compared with the corresponding months of the previous year:

| | | | |
|--------------|-----------|-----------------|-----------|
| Dec., 1860.. | \$129,022 | 26 Dec., 1861.. | \$200,133 |
| Jan., 1861.. | 142,333 | 70 Jan., 1862.. | 230,159 |
| Feb., 1861.. | 119,763 | 97 Feb., 1862.. | 159,658 |

Total...\$391,129 98 Total...\$589,951 38

The Treasury Note Bill.

Since our last issue this bill has been passed by Congress and received the approval of the President. We give it entire elsewhere. The following is a synopsis of the several sections:

1. The Secretary of the Treasury is authorized to issue \$150,000,000 of notes, not bearing interest, of no less denomination than \$5, payable to bearer at the United States Treasury.

Fifty millions of this issue shall take the place of the notes issued under the act of July 17, 1861, and are to be substituted therefor as rapidly as practicable.

The amount of the two kinds of notes together shall at no time exceed \$150,000,000.

The new notes are receivable in payment of all taxes, internal duties, excise, debts and demands of every kind to the United States, except duties on imports, and for claims of all kinds against the United States, except interest on bonds and notes, which is to be paid in coin. They shall also be lawful money and a legal tender in payment of all debts, public and private, (except duties on imports and interest.)

Holders of the notes depositing any sum not less than \$50, or some multiple of \$50, at the Treasury or Sub-Treasury, may receive duplicate certificates of deposit, entitling them to an equal amount of United States bonds (registered or unregistered as they may elect) at 6 per cent. interest, payable semi-annually, redeemable after five years and payable twenty years from date.

The notes are to be received the same as coin, at their par value, in payment of loans hereafter sold or negotiated, and may be re-issued from time to time as the exigencies of the public interest may require.

2. Funding is provided for as follows: The Secretary of the Treasury may issue coupon or registered bonds, not exceeding \$500,000,000, redeemable after 5 years, and payable in 20 years, bearing 6 per cent. interest, payable semi-annually. Denomination not to be less than \$50. These bonds may be sold at the market value, at any time, for United States coin, or for Treasury notes issued under any former act of Congress, or for notes issued under this act.

All United States securities held by corporations or individuals within the United States are exempted from taxation by the State authority.

3. The notes and bonds are to be signed by or for the United States Treasurer and Register, and bear the seal of the Treasury Department, and be countersigned by or for the Register. The act of December 23, 1857, relating to Treasury notes, is revived and re-enacted in all its provisions not inconsistent with this act; and \$300,000 is appropriated for the preparation of the new notes and bonds.

4. The Sub-Treasurers may receive the note on deposit for not less than 30 days, in sum not less than \$100, for which certificates of deposit shall be issued, bearing 5 per cent. in

terest. Deposits may be withdrawn on ten days' notice. Interest to cease at the pleasure of the Secretary of the Treasury. Amount of such deposits limited to \$25,000,000.

5. Duties on imported goods must be paid in coin, or in demand notes heretofore issued and by law receivable in payment of public dues.

The coin so paid is set apart as a special fund, to be applied to the payment of interest on bonds; to the payment of one per cent. on the entire debt of the United States; and the residue payable into the treasury.

6. Penalties for counterfeiting are fixed as follows: A fine of not more than \$5,000, and imprisonment at hard labor not more than fifteen years.

7. Unauthorized persons who may print notes from the plates or copy them are punishable by similar penalties.

Finances of Michigan.

The State Auditor of Michigan reports to the Legislature that the total available means in the Treasury the past year, were \$1,230,000, including \$523,083 derived from the war fund and the balance from taxes, amount left over from the previous year, and other sources of revenue. The expenses of the year have been \$1,258,235, (or \$28,000 in excess of receipts,) the war portion of the expenses being \$539,428. Of this sum the Government is sure to refund \$500,000, or enough to turn upon that portion of the National tax which falls to Michigan. The deficit of \$28,000 is more than balanced by the taxes due from the Detroit and Milwaukee and the Michigan Southern Railroads; from the former \$22,000, and from the latter \$35,000. The total debt of the State is \$2,786,264, including \$449,100 war loan bonds. The aggregate delinquent taxes returned in 1860, was \$318,423 60. The State is debtor to the Counties \$33,533 01, and credited by \$200,146 72.

Pittsburgh Fort Wayne and Chicago R. R.

The bondholders of the old corporation of the Pittsburgh, Fort Wayne and Chicago Railroad Company, met at the office of the Company, on the 27th ult., to elect a Board of Directors for the new corporation of the Pittsburgh, Fort Wayne and Chicago Railway Company. The election resulted in the choice of the following gentlemen: J. F. D. Lanier, Louis H. Meyer, Samuel J. Tilden, of New York; J. Edgar Thomson, G. W. Gass, Springer Harbaugh, of Pennsylvania; Kent Jarvis, Willis Merriman, Robert McKelly, of Ohio; Sam'l Hanna, Josse L. Williams, Pliny Hoagland, of Indiana; Wm. B. O'Brien of Illinois. The Board organized by the election of Geo. W. Gass as President and William H. Barnes as Secretary. The election of other necessary officers was postponed until the purchasing committee shall be ready to convey the railway, &c., to the new corporation.

Sault Ste. Marie Canal.

The annual report of the Superintendent, gives a very satisfactory exhibit of the business of the Canal for the past year, in spite of the diminution of traffic. While the receipts are one-third less than last year, and nearly the same amount has been expended on the embankment, the expenses are less by one-third than in 1860. The report presents some facts and figures to prove that the law regulating tolls operates onerously upon steamers for the benefit of sail craft. While only \$1,183 20 has been received from 232 sail vessels, 295 steam vessels have paid \$15,414 78; yet it is asserted that it costs as much, if not more, to lock the above number of sail vessels than it does the above number of steamers, including damage to gate locks, piers, and embankments.

Rates of Foreign Exchange.

The rates of Foreign Exchange, as quoted by N. BRANDT, Broker, No. 39 Exchange-place, for the steamer of March 8, were as follows:

| | |
|---|-------------------|
| London—60 days' sight..... | 112 3/4 per cent. |
| London—3 days' sight..... | 113 3/4 " |
| Paris—60 days' sight, per dollar.. | 5f. 2 1/2 c. |
| Paris—3 days' sight, per dollar... | 4f. 97 1/2 c. |
| Amsterdam—60 days' sight, per guilder..... | 43c. |
| Hamburg—60 days' sight, per marc banco..... | 37 3/4 c. |
| Frankfort—60 days' sight, per florin | 43 3/4 c. |
| Bremen—60 days' sight, per rix dollar..... | 82 7/8 c. |

Harlem Railroad.

The following is from the annual report of this company made to the Legislature of the State for the fiscal year ending September 30, 1861:

| EARNINGS. | |
|--------------------------|----------------|
| Passengers | \$448,193 48 |
| Freight | 533,657 56 |
| Mail service | 6,525 00 |
| Expresses | 7,456 39 |
| Rent receivable | 15,961 55 |
| Miscellaneous | 966 65 |
| New Haven Company— | |
| For passengers | \$78,702 03 |
| For freight | 12,038 86 |
| For mail | 1,146 82 |
| For expresses | 2,303 60 |
| For rent | 14,999 92 |
| For haulage of cars..... | 23,028 40 |
| Total | 132,219 63 |
| Total | \$1,144,980 26 |

| EXPENDITURES. | |
|------------------------------|----------------|
| Transportation expenses..... | \$753,727 26 |
| Interest | 403,318 47 |
| Total | \$1,157,045 67 |

| STOCK AND DEBTS. | |
|--|----------------|
| Capital stock, as by charter..... | \$8,000,000 00 |
| Amount of stock subscribed..... | 5,717,100 00 |
| Common stock | 4,217,100 00 |
| Preferred stock | 1,500,000 00 |
| Amount paid in, as by last report.. | 5,717,100 00 |
| Total amount now paid in of capital stock..... | 5,717,100 00 |
| Funded debt as by last report. | 5,372,179 21 |
| Total amount now of funded debt— | |
| 1st mortgage..... | \$3,000,000 00 |
| 2d " | 1,000,000 00 |
| 3d " | 980,300 00 |
| 4th " | 72,750 00 |
| Unsecured bonds, due from 1862 to 1872. | 206,101 35 |
| Sinking Fund bonds, due 1881 | 69,270 00 |
| Past due bonds | 209,243 06 |
| Floating debt as by last report | None. |
| The amount now of floating debt .. | 43,788 53 |
| Total amount now of funded and floating debt | 5,581,452 94 |
| Average rate per annum of interest on funded debt* | 7 per cent. |

* Real estate mortgages not included above, amounting to \$218,273 35.

There are outstanding \$244,500 of Albany Extension Certificates, on which, according to a certain deed of trust, the Company is to pay interest out of the earnings of that part of the road between Dover Plains and Chatham. The Company is now exchanging these (at less than their par value) for the bonds of the Company.

The Company hold \$1,755,500 of the \$2,000,000 issued of Albany Extension Certificates, which was purchased by old stock, cash and bonds. This amount does not appear in the cost of the road, but is included in the above statement of stock and debts.

The increase in the funded debt (165,485 26) is caused by the issue of 3d Mortgage and Sinking Fund Bonds to retire the Albany Extension Certificates, of which \$320,500 principal, and \$125,386 24 accrued interest, have been thus retired during the current year.

This amount of floating debt is caused by the cash payments for retiring the Albany Extension Certificates, and for additional cars.

| COST OF ROAD AND EQUIPMENT. | |
|---|-------------------------------|
| Last Report. Pres't Report. | |
| Construction | \$7,371,982 54 \$7,385,739 50 |
| Locomotives and fixtures & snow plows | 306,410 73 306,410 73 |
| Horses and stable | |
| equipage | 52,506 92 52,506 92 |
| Passenger, baggage freight and other cars | 291,835 50 291,836 50 |

Total cost of road and equipment

\$8,022,786 69 \$8,036,513 65

The above amount (\$7,385,739 50) covers only the cost of the road from New York to Dover Plains. The cost of the remaining distance, from Dover Plains to Chatham, is represented by \$2,000,000 Albany Extension Certificates, of which the company hold \$1,755,500. Within the past year, one locomotive engine and a large number of freight cars have been purchased.

The inventory of equipment taken Sep. 30, 1861, shows an increased value of \$56,111 15 over the preceding year, which amount is included in the current expenses of the road.

Real estate owned by this company \$1,137,014 46

Less mortgages

218,573 35

Not incln. in cost of road and equip.. \$918,441 11

Railroads in New Jersey.

The following is an abstract of the Reports of the Railroad Companies of New Jersey, made to the Legislature of the State:

Camden and Amboy Railroad Co.—Capital stock of the railroad, \$2,710,800; Capital stock of canal, \$2,294,400. The funded debts are: Loan 6 per cent., \$800,000; loan 5 per cent., \$210,000; loan 6 per cent., \$225,000; loan 6 per cent., \$367,000; loan 3 per cent., \$800,000; loan 6 per cent., \$1,700,000. Also a loan authorized by the stockholders for straightening and doubling track, of \$2,500,000. Of this loan only \$867,000 has been issued. In addition to the above there has been a loan for £185,000 sterling for the stock of the Philadelphia and Trenton Railroad. Also a loan of \$1,175,000 to the Belvidere Delaware Railroad and branches, and Freehold and Jamesburg Agricultural Railroad. Also, a premium loan in England of £48,333 for the extension of the sterling loan to 1880. A sinking fund has been established for redemption of said loans. The cost of the Delaware and Raritan Canal was \$3,255,302 55; of the Railroad, \$5,918,658 15. Receipts of the Canal last year, \$469,895 73; expenses, \$157,509 53, leaving net \$312,387 20. Receipts of Railroad were \$2,058,989 65; expenses, \$1,145,159 85, leaving net \$963,829 80.

Central Railroad Co.—Capital stock, \$3,630,000; 1st mortgage bonds, \$1,400,000; 2d mortgage bonds, \$600,000; quarterly dividend 2 1/2 per cent., due Jan. 15, \$90,750; interest accrued, not yet due, \$47,833 33; accounts payable, \$29,057 57; balance to credit of revenue fund, \$172,855 89. Total, \$5,970,496 29. Cost of railroad &c., \$4,-

904,667 99; equipments, \$504,500; ferry-boats, &c., \$426,407 81; cash and accounts receivable, \$134,920 49. Total, \$5,970,496 29. Receipts last year—passengers, \$222,089 93; merchandise, \$382,598 75; coal, \$568,275 83; mails and express, rents, &c., \$28,931 09; total, \$1,201,895 60. Expenses, \$522,452 30. Net earnings, \$679,443 30. Dividends, amounting in the whole to ten per cent., have been made during the year.

Millstone and New Brunswick Railroad Co.—Capital stock, \$102,365; debt, \$8,749; cost, \$111,114; receipts last year, \$8,385 02; expenses, \$4,653 22; total, \$3,731 80. No accidents.

Hackensack and New York Railroad.—Capital stock, \$70,000; less not paid, \$3,000—total \$67,000. Mortgage bonds, \$40,000; less not issued, \$6,000—total, \$36,000. Unsecured debt, \$7,000; cost of main line, \$108,000; cost of Lodi Branch, \$20,000. Receipts past year, \$15,700; expenses, \$15,200. No loss of life.

Millville and Glassboro Railroad.—Capital stock, etc., \$189,998 56; cost of road, \$190,422 06; receipts last year, \$12,231 40; expenses, \$8,910 87.

Paterson and Hudson River Railroad.—Capital stock, \$630,000; cost, \$630,000. Road is leased and worked by another company, which pays \$53,400 rent per annum. Dividends of 4 per cent. are paid semi-annually. Seven lives lost by accident during the year.

Camden and Atlantic Railroad.—Capital stock paid in, \$899,363 56; funded debt, \$1,037,375 80; floating debt, \$92,211 20; cost of road and equipments, \$1,833,934 88; receipts during past year, \$99,432 61; expenses, \$69,356 70. No accidents.

Morris and Essex Railroad.—Capital stock, \$1,157,800; funded debt, \$340,000; contingent fund, \$260,181 12; cost of road, &c., \$1,757,991 12; receipts past year, \$210,984 01; expenses, \$121,949 41; interest, \$22,543 70. Dividends have been paid amounting to \$81,046; passengers carried, 455,107; miles run, 155,000; 3 lives lost by accident.

Sussex Railroad Co.—Capital stock, \$187,776; funded debt, \$266,355 86; floating debt, \$3,021 18; cost of road, &c., \$417,143 04; receipts during the past year, \$23,811 51; expenses, \$13,746 89; no dividends, no accidents.

Belvidere Delaware Railroad.—Capital stock, \$997,862 24; funded debt, \$2,082,000; special loans, \$75,086 70; temporary loans, \$81,105 31; cost of road and equipments, \$3,134,656 39; receipts during past year, \$241,502 64; on the Flemington Railroad, \$11,599 94; expenses, \$162,647 68.

Morris Canal and Banking Co.—Capital stock, \$2,200,000; debts, \$773,000 22; cost of canal, &c., \$2,882,544; income during year past, \$290,890 83; navigation, \$29,292 25; repairs, \$1,458 90; superintendence and management, \$32,599 56; dividends paid, \$138,000.

West Jersey Railroad.—Capital stock, \$556,370 43; loan at 6 per cent., \$210,500; debt, \$23,075 82; cost, &c., \$780,455 05; receipts past year, \$34,801 76; expenses, \$17,645 47; passengers carried, 96,966½.

Newark and Bloomfield Railroad.—Capital stock, \$103,950; cost of road, &c., \$110,098 47; receipts past year, \$16,736 65; expenses, \$13,359 80. Dividend of 3 per cent. declared.

Flemington Railroad.—Capital stock, \$150,011;

debt funded, \$93,100; other debts, \$91,673 66; cost of road, \$287,086 74; receipts past year, \$11,599 94; expenses, \$12,838 95.

Freehold and Jamesburg Railroad.—Capital stock, \$230,844 80; cost of road, \$231,173 96; receipts past year, \$31,683; expenses, \$21,487 85.

Paterson and Ramapo Railroad.—Capital stock \$248,000; funded debt, \$100,000; other debts, \$1,089; cost of road and equipments, \$350,000; income, (rent from Erie Road,) \$26,500; dividends paid from earnings, 5¼ per cent., \$13,020. This road is leased to the Erie Road.

Warren Railroad.—Capital stock, \$1,276,000; bonds, \$600,000; debts, \$712 92, which is the amount of the cost of the road; receipts, \$220,827 12; expenses, \$114,830 10.

Northern Railroad Co.—Capital stock, \$156,850; funded debt, (bonds,) \$200,000; floating debt, \$60,785 73; floating debt unadjusted, (estimated,) \$10,000; cost of road and equipments, \$411,929 16; receipts for the year ending Sept. 30, 1861, \$890,804 41; expenses, \$80,050 49; passengers carried, 131,867½; no dividends.

Central Railroad of New Jersey.

We give below the Annual Report of the Superintendent of this Road on the subject of Fuel. It gives, in detail, the additional light thrown by another year's experience on the substitution of coal, whether anthracite or bituminous, for wood:

REPORT ON FUEL.

To the President and Directors of the Central Railroad Company of New Jersey.

Gentlemen—In compliance with your request, that the Superintendent should annually make a special and separate report, giving the experience of the Company in the use of different kinds of fuel, I respectfully report, that, for the year 1861, our locomotive engines have run, in the aggregate, 662,393 miles; using for fuel 11,303.25 cords of wood, rated at \$5 per cord, ready for the tender; and 2,071.5 tons of bituminous coal, at \$5 per ton; and 6,188.03 tons of anthracite coal, at \$3 per ton, making the aggregate cost of fuel used, \$85,437 84, averaging 12.88 cents for each mile run.

Twenty-two of the engines burnt wood exclusively, consuming 10,069, and running 350,915 miles, using a cord of wood for every 34.85 miles run, and at an average cost of 14.34 cents per mile run.

Seven of the engines burned both wood and bituminous coal, consuming 796.25 cords of wood, and 2,071.50 tons of coal, averaging 41 miles to a ton of coal or cord of wood consumed, and at a cost of 12.23 cents for each mile run.

The ten engines burning anthracite coal, and wood for kindling fires only, run 193,898 miles, consuming 436 cords of wood, and 6,188.03 tons of coal, averaging 28.05 miles to a ton of coal used, and at a cost of 10.44 cents per mile run.

All the bituminous coal burning engines, with the exception of the Mulford and the Craneville, have a portion of the time burnt wood, and the mileage, while burning wood, not having been kept separate from the mileage when burning coal, prevents a correct comparison of the difference in the costs between bituminous coal and wood for these engines.

The only anthracite coal burning engine, running upon passenger trains, is the Essex. She has run 25,216 miles, averaging 52.26 miles to a ton of coal used, and at a cost of 5.70 cents per mile run; and in comparing her with the New York, one of the most economical wood-burning engines, which has run upon like trains 27,392 miles, averaging 57.30 miles to a cord of wood, at a cost of 8.72 cents per mile run, the capacity and services of the two engines being about equal, shows the cost of fuel to be 3 cents per mile run, or about 35 per cent. in favor of anthracite coal over wood upon a passenger train.

Other engines, running upon merchandise, iron, cattle, mixed and passenger trains, have not uniformly taken full trains, or were uniformly performing the same kinds of service, some of them a part of the time burning soft coal, at other times wood, which renders a difficulty in making a comparison at all reliable.

Annexed will be found an abstract table giving in detail the capacities and performances of all the principal engines employed in hauling coal, showing the difference in the results of the different engines with the same kinds of fuel, as well as the comparative results between the different kinds of fuel used which, if carefully examined, will be found interesting.

| Names of Engine. | No. of Driving Wheels. | Size of Driving Cylinders. | No. of Cars hauled to each load. | Miles run. | Cost of Fuel. | Cost in cents per mile run. | Tons of Coal moved one mile. | Cost in mills of a ton of fuel used. | Kinds of Fuel used. |
|------------------|------------------------|----------------------------|----------------------------------|------------|---------------|-----------------------------|------------------------------|--------------------------------------|---------------------|
| 20 Bound Brook | 4 | 16×22 | 55 | 13,600 | \$2,270 00 | 16.69 | 1,795 200 | 1.38 | Wood. |
| 21 Somerville | 4 | 16×22 | 55 | 12,400 | 2,128 75 | 17.10 | 1,688 800 | 1.38 | Wood. |
| 22 Phillipsburg | 4 | 16×22 | 55 | 14,867 | 2,968 75 | 19.91 | 1,921,562 | 1.53 | Wood. |
| 24 Springtown | 4 | 16×24 | 55 | 17,595 | 2,952 50 | 16.78 | 2,322 512 | 1.22 | Wood. |
| 25 New-Market | 4 | 16×22 | 60 | 13,800 | 2,133 75 | 15.68 | 1,973 250 | 1.09 | Wood. |
| 29 North-Branch | 4 | 16×22 | 60 | 17,340 | 2,693 75 | 15.54 | 2,498,060 | 1.07 | Wood. |
| 30 Clarksville | 4 | 16×22 | 60 | 17,600 | 2,617 50 | 15.46 | 2,584,400 | 1.08 | Wood. |
| 38 Valley | 6 | 16×22 | 60 | 10,931 | 2,977 50 | 26.76 | 1,974,100 | 1.87 | Soft Coal. |
| 39 Mulford | 6 | 16×22 | 60 | 21,270 | 3,125 40 | 14.69 | 3,062 860 | 1.02 | Soft Coal. |
| 23 Craneville | 4 | 17×22 | 60 | 3,300 | 533 00 | 16.10 | 465,200 | 1.18 | Soft Coal. |
| 26 Middletown | 4 | 17×22 | 60 | 8,600 | 976 67 | 11.50 | 1,224,000 | 0.79 | Hard Coal. |
| 27 Union | 4 | 17×22 | 60 | 16,700 | 1,831 09 | 10.91 | 2,845,680 | 0.64 | Hard Coal. |
| 31 Somerset | 4 | 16×22 | 60 | 23,100 | 2,419 50 | 10.47 | 3,320,400 | 0.72 | Hard Coal. |
| 32 Hudson | 4 | 17×24 | 75 | 16,052 | 2,559 50 | 16.14 | 2,888,250 | 0.89 | Hard Coal. |
| 33 Bergen | 4 | 17×24 | 60 | 12,136 | 1,662 99 | 13.71 | 2,184,562 | 0.76 | Hard Coal. |
| 35 Hunterdon | 4 | 16×24 | 60 | 25,000 | 2,490 25 | 9.96 | 3,600,000 | 0.69 | Hard Coal. |
| 36 Warren | 4 | 16×24 | 60 | 24,232 | 2,467 37 | 10.19 | 3,489,300 | 0.70 | Hard Coal. |
| 34 Passaic | 4 | 16×24 | 82 | 18,700 | 2,351 68 | 14.09 | 3,680,160 | 0.68 | Hard Coal. |

It will be seen, by the foregoing exhibit, that the Craneville run 3,300 miles with bituminous coal, at a cost of 16.10 cents per mile run, and moved equal to 566,200 tons one mile, at a cost of 1.18 mills for the movement of a ton of coal one mile; then she had a new and larger fire-box put in to burn anthracite coal since which she has run 8,500 miles, at a cost of 11.50 cts. per mile run, and moved equal to 1,224,000 tons of coal one mile, at a cost of 0.72 mills for a ton of coal one mile, showing the saving of fuel to be a very large per centage in favor of anthracite over bituminous coal in the same engine. Still the comparison of the difference for the two kinds of fuel is not a true test; for a new and perfect fire-box, in either case, would consume less fuel in doing

the same amount of work, than one old, worn-out, and imperfect for the use, would.

It will also be seen, by comparing the cost of wood used by the engine Valley, with the cost of the bituminous coal used by the Mulford, there is a difference of over 90 per cent. in favor of the coal. These two engines are of the same man's make, size and capacity, except that the wood-burner has one inch the largest cylinder; this is also an unreliable comparison, for the wood-burner was employed at hauling coal from Phillipsburg to New Hampton, mostly all up grade and distance of only 16 miles, while the coal-burner run from New Hampton to Elizabethport, a distance of 48 miles.

By comparing the results of the Bergen, Hunterdon and Warren anthracite coal burners, with the New Market, North Branch and Clarksville wood-burners, the average cost of the three wood burners was 15.36 cents per mile run, and for the hauling of a ton of coal, one mile, 1.06 mills, while the average cost of the three coal-burners was but 9.80 cents per mile run, and 0.68 mills for the movement of a ton of coal one mile, showing 87 per cent. saving in favor of using anthracite coal instead of wood as a fuel to generate steam. These engines have all drawn equal loads, and their capacities are about equal in all respects, which makes the comparison of the difference in the cost for the kinds of fuel used a fair one.

By one year's more experience of the consumption of bituminous coal in the company's engines, has confirmed my opinion ther. expressed, that there was a large saving in the cost of fuel, by using it in proper constructed fire-boxes instead of wood as fuel; and the further experience has more than fully proved the fact, that not any of the fire-boxes of our wood-burning engines, except the Mulford, are large enough to economically burn bituminous coal; consequently the expediency of altering more of them to burn it, does not at this time appear to be judicious; for if an enlargement of the fire-boxes is required, the interest of the Company would then be to construct them to burn anthracite coal. With the exception of the bituminous coal used in the Mulford, no fair test of its use has or could be made with deficient fire-boxes. Most of the engines burning bituminous coal the first part of the year, are now burning wood in consequence of the high price and difficulty of procuring the coal, and the injury being done to fire-boxes, caused by their deficiency in size for its use.

The further experience in the use of anthracite coal as a fuel to generate steam, both for passenger and freight engines, confirms the fact that there is a very large saving by its use instead of wood; but to arrive at an actual amount of saving, will require yet several years' more experience to average the cost of their maintenance, as most of the engines using it are comparatively new, with the approved (Millholland) fire-box, some having recently been altered, and others with new and enlarged fire-boxes from wood burners; while the wood engines have been in use long enough to arrive at an average of their maintenance.

JOHN O. STERNES,
Superintendent.

January, 1862.

Baltimore and Ohio Railroad.

Now that the Baltimore and Ohio Railroad Company has been granted by the Government the most effectual guard for such sections of the road as were destroyed by the Rebels, in order to protect the workmen engaged in the reconstruction of bridges, &c., a heavy force is engaged and a general resumption of trade is anticipated within a comparatively brief period of time. Detachments of men are hard at work in the building of bridges east of Hancock, viz.: Sleeping Creek, Cherry Run and Old Fort Frederick, and these will be completed before the close of the week. All the track has been relaid with the exception of about three miles west of Martinsburg, and as far as military operations are concerned the road will be open forthwith on next Saturday. The usual passenger and freight trains will be running

according to the regular schedule about the latter part of the month. In addition to this work, there are several hundreds of our skilful mechanics and citizens earnestly engaged in the construction of locomotives and passenger and freight cars.—*Balt. Am., March 4.*

Cost of Transportation for the U. S. Army.

The following is a statement of all bills presented by railroad companies, for transportation for the United States Army, from April 1, 1861, to Feb. 1, 1862:

| | |
|---|------------|
| Allegheny Valley Railroad Company | \$1,302 28 |
| Androscoggin and Kennebec | 7,084 80 |
| Annapolis and Elk Ridge | 5,780 00 |
| Baltimore and Ohio | 567,922 55 |
| Boston and Worcester | 10,011 53 |
| Buffalo, New York and Erie | 3,584 00 |
| Buffalo and State Line | 43 88 |
| Boston and New York Express Co. | 14 18 |
| Boston and Providence | 18,169 60 |
| Cleveland and Pittsburg | 105,852 00 |
| Chicago, Burlington and Quincy | 1,188 00 |
| Camden and Amboy | 48,110 70 |
| Cincinnati and Chicago Air Line | 10,103 00 |
| Cleveland, Columbus and Cincinnati | 77 00 |
| Cleveland and Toledo | 9,232 43 |
| Central Ohio | 831 64 |
| Cleveland and Mahoning | 5 96 |
| Cumberland Valley | 52,661 00 |
| Connecticut River | 25,611 30 |
| Cincinnati, Hamilton and Dayton | 1 40 |
| Columbus, Piqua and Indianapolis | 65 38 |
| Chicago and Milwaukee | 1,437 50 |
| Chicago and Northwestern | 186 99 |
| Dayton and Michigan | 4,518 00 |
| Detroit and Milwaukee | 14,022 19 |
| Elmira and Williamsport | 17,544 91 |
| Eastern Railroad | 1,191 25 |
| Erie and Northeast | 18,654 86 |
| Fall River Railroad Line | 14,387 50 |
| Hudson River Railroad | 8,923 38 |
| Hudson River, Troy and Boston, Rutland and Burlington | 5,370 00 |
| Hannibal and St. Joseph | 5,556 92 |
| Hartford, Providence and Fishkill | 7 85 |
| Iron Mountain | 2,314 00 |
| Indianapolis and Cincinnati | 70 20 |
| Indiana Central | 193 66 |
| Kennebec and Portland | 13,221 59 |
| Keokuk, Fort Des Moines and Minnesota | 127 50 |
| Little Miami, Columbus and Xenia | 177 00 |
| Lackawanna and Bloomsburg | 7 90 |
| La Crosse and Milwaukee | 8 00 |
| Lake Shore and Michigan steamers | 3,454 08 |
| Lafayette and Indianapolis | 3,000 00 |
| Michigan Southern and Northern Indiana | 110,321 55 |
| Milwaukee and Chicago | 2,860 00 |
| Milwaukee and Prairie du Chien | 30,581 93 |
| Michigan Central steamers | 1,026 24 |
| Northern Central | 223,610 24 |
| New Jersey Railroad | 32,428 00 |
| New York and New Haven | 2,475 05 |
| New York Central | 1,283 79 |
| North Pennsylvania | 564 46 |
| Norwich and Worcester | 8,207 40 |
| New York and Boston Express | 739 48 |
| Naugatuck Railroad | 84 |
| New York, Providence and Boston | 201 68 |
| New York and Erie | 9,613 18 |
| Old Colony and Fall River | 10,779 60 |
| Pittsburg, Fort Wayne and Chicago | 2,815 84 |
| Philadelphia, Wilmington & Baltimore | 69,389 73 |
| Philadelphia and Erie | 13,135 18 |
| Pennsylvania Railroad | 255,534 82 |
| Portland, Saco and Portsmouth | 26,177 32 |
| Philadelphia and Reading | 3,850 44 |
| Rutland and Washington | 2,050 00 |
| Stonington Line Railroad | 8 48 |
| St. Louis, Alton and Chicago | 5,660 44 |
| Terre Haute and Richmond | 370 58 |
| Troy and Boston | 51 78 |
| Western Railroad | 5,862 64 |
| Worcester and Nashua | 1,105 20 |

Foreign Dry Goods Trade.

| Imports of Foreign Dry Goods at New York for the month of February. | | Entered for warehousing: | | Withdrawn from warehouse: | |
|---|--------------|--------------------------|--------------|---|--------------|
| Entered for consumption: | 1860. | 1861. | 1862. | Entered for consumption: | 1860. |
| Manufactures of Wool | \$3,719,387 | \$245,115 | \$336,461 | Manufactures of Wool | \$336,461 |
| " Cotton | 2,680,636 | 253,830 | 489,912 | " Cotton | 254,730 |
| " Silk | 5,004,487 | 152,970 | 641,380 | " Silk | 149,677 |
| " Flax | 1,004,431 | 57,285 | 224,331 | " Flax | 97,927 |
| Miscellaneous Dry Goods | 695,839 | 66,700 | 124,216 | Miscellaneous Dry Goods | 6,990 |
| Total entered for consumption | \$13,104,780 | \$775,903 | \$1,230,988 | Total withdrawn from warehouse | \$2,659,573 |
| Total withdrawn from warehouse | \$1,177,746 | \$4,104,780 | \$4,113,526 | Total entered for consumption | \$23,724,051 |
| Add entered for consumption | \$13,104,780 | \$4,113,526 | \$4,113,526 | Add entered for consumption | \$23,724,051 |
| Total thrown on market | \$14,282,526 | \$8,228,336 | \$8,228,336 | Total entered at the port | \$25,650,688 |
| Imports of Foreign Dry Goods at New York for two months from January 1. | | | | Imports of Foreign Dry Goods at New York for two months from January 1. | |
| Entered for consumption: | | | | Entered for consumption: | |
| Manufactures of Wool | \$6,161,636 | \$3,047,996 | \$2,982,162 | Manufactures of Wool | \$3,047,996 |
| " Cotton | 5,067,414 | 1,403,272 | 1,194,557 | " Cotton | 1,403,272 |
| " Silk | 9,559,135 | 3,683,336 | 928,696 | " Silk | 928,696 |
| " Flax | 1,738,687 | 633,542 | 386,586 | " Flax | 386,586 |
| Miscellaneous Dry Goods | 1,176,179 | 822,893 | 232,321 | Miscellaneous Dry Goods | 232,321 |
| Total entered for consumption | \$17,743,051 | \$9,603,039 | \$6,224,322 | Total entered for consumption | \$17,743,051 |
| Total withdrawn from warehouse | \$2,659,573 | \$4,113,526 | \$4,113,526 | Total withdrawn from warehouse | \$2,659,573 |
| Add entered for consumption | \$23,724,051 | \$4,113,526 | \$4,113,526 | Add entered for consumption | \$23,724,051 |
| Total thrown on market | \$26,383,624 | \$14,716,562 | \$10,337,848 | Total thrown on market | \$26,383,624 |
| Imports of Foreign Dry Goods at New York for two months from January 1. | | | | Imports of Foreign Dry Goods at New York for two months from January 1. | |
| Entered for consumption: | | | | Entered for consumption: | |
| Manufactures of Wool | \$3,047,996 | \$2,982,162 | \$2,982,162 | Manufactures of Wool | \$2,982,162 |
| " Cotton | 1,403,272 | 1,194,557 | 1,194,557 | " Cotton | 1,194,557 |
| " Silk | 928,696 | 386,586 | 386,586 | " Silk | 386,586 |
| " Flax | 386,586 | 232,321 | 232,321 | " Flax | 232,321 |
| Miscellaneous Dry Goods | 232,321 | 116,179 | 116,179 | Miscellaneous Dry Goods | 116,179 |
| Total entered for consumption | \$5,998,870 | \$5,734,216 | \$5,734,216 | Total entered for consumption | \$5,998,870 |
| Total withdrawn from warehouse | \$2,659,573 | \$4,113,526 | \$4,113,526 | Total withdrawn from warehouse | \$2,659,573 |
| Add entered for consumption | \$23,724,051 | \$4,113,526 | \$4,113,526 | Add entered for consumption | \$23,724,051 |
| Total thrown on market | \$26,383,624 | \$14,716,562 | \$10,337,848 | Total thrown on market | \$26,383,624 |

The Brooklyn City Railroad Company.

The Brooklyn City Railroad Company comprises seven consolidated lines, with thirty miles of double track, 833 horses and 150 cars. They carried 11,500,000 passengers during the fiscal year ending September 30, 1861. Average fare from passengers (cash, and tickets twenty-five for \$1.) 4½ cents. Their expenses, with all economy, were 75 per cent. of the gross earnings. They pay \$20 for each car run, repair between tracks and three feet outside of same, and pay tax on personality and realty the same as other owners, provided it does not amount to more than the tax would be on capital stock; that is, they deduct bonds. The dividend for the year 1861 was \$80,000—\$1,350,000 stock, and \$200,000 bonds—and they did much better than most other roads in the city.

Pacific Railroad.

The project of a railroad to the Pacific is attracting great attention in Congress, and Mr. MacDougall, United States Senator, from California, has introduced a bill into the body of which he is a member, for the construction of such a work with a line of telegraph, of which bill we give the following synopsis:

It conveys—alternate sections per mile each side of the road. All lands not sold in three years after its completion may be settled and preempted at ten shillings per acre, to be paid to the company. These grants to be made upon the completion of every forty consecutive miles, and in addition to this land grant the Secretary of the Treasury is required to issue to the company sixteen United States six per cent. 30 year bonds, of \$1,000 each per mile, except for 300 miles along the base of the Sierra Nevada and Rocky Mountains—most difficult of construction—for which the number shall be trebled, for which bonds the company is to issue to the United States a first mortgage on every forty miles, free from all incumbrances.

The Government to have preference in the use of the road and telegraph, at reasonable rates, which, with five per cent. of the net earnings, is to be applied to the payment of their bonds.

The company must file their assent to this act in the Interior Department within one year after its passage; locate the route within two years thereafter, and complete the road and telegraph from the western boundary of Kansas to the eastern boundary of Nevada Territory, before July 1, 1874. The road and telegraph to run from the western boundary of Kansas, or at the 102d deg. parallel of longitude west of Greenwich, at the termination of the Leavenworth, Pawnee, and Western Railroad and Telegraph line, (which is to run from the Leavenworth, via Fort Ripley, to 102 deg. parallel), thence westerly upon the most direct, central, and practical route, through the Territories of the United States, to the eastern boundary of Nevada Territory, there to connect with the Nevada Railroad line across that Territory, and which connects the Central Pacific Railroad of California, running thence to San Francisco. The track upon the entire line is to be of uniform width, and the grades and curves not to exceed the maximum of those of the Baltimore and Ohio Railroad; and the road and telegraph to be operated as one continuous line from the Missouri River to the Pacific coast.

The Hannibal and St. Joseph and Pacific Railroads may extend their roads from St. Joseph, via Atchison, and from Kansas City, to connect with

the road through Kansas; and up to such point of junction double the amount of lands and bonds are to be granted to them and equally divided. In case all the roads provided for in the bill are constructed, and in case of failure of these companies to construct such connections, any company organized by the State of Kansas may construct a connection on the same conditions.

The Dubuque and Sioux City, the Mississippi and Missouri, and the Burlington and Missouri River Railroads, may construct a single line, not to exceed three hundred miles, from a common point on the western boundary of Iowa, to connect with the Kansas line, on the same conditions.

In case the company incorporated by this bill does not complete the road and telegraph in a reasonable time, or keep the same in repair and use, Congress may pass an act to insure its speedy completion and use, and direct the income thereafter to be devoted to the use of the United States to repay all expenditures caused by default of the company.

The company is required to make an annual report to the Secretary of the Interior, showing the cost, income, and expenditures of the entire road and telegraph, and if the earnings, including the amount allowed for services rendered for the United States, after deducting all expenditures, shall exceed ten per centum on its cost, exclusive of the five per cent. to be paid to the Government, Congress may reduce the tariff of rate of fare, if unreasonable, and fix the same by law.

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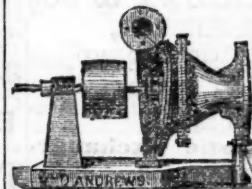
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OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, Feb. 10, 1861.

At a meeting of the Board of Directors of the ILLINOIS CENTRAL RAILROAD COMPANY, held at their office in New York, this day, it was

Resolved, That an assessment of FIVE DOLLARS per Share, upon the Scrip Shares of the Capital Stock of the Company, be, and the same is hereby called, payable on the 10th of March, 1862; and that the same be payable on the Stock registered in the City of New York at the office of the Company in that City; and on the Stock registered in London, at the office of Messrs. ROBERT BENSON & Co., London; and that parties desiring to pay their assessment in London, may pay the same at the rate of four shillings and two pence sterling to the dollar.

Resolved, That the transfer books be closed on the afternoon of the 1st March next, and re-opened on the 10th of the same month; and that no transfer be permitted on or after that day of Shares upon which the foregoing assessment shall not have been paid.

THOMAS E. WALKER, Treasurer.

NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, ALBANY, Feb. 6, 1862.

SEVENTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of Three per cent. on the capital stock thereof, payable on the 20th day of February inst. upon stock registered at New York, Boston, or Albany, and on the 20th day of March next, upon stock registered at London. Stockholders whose stock is registered at New York, will receive their dividends at the office of DUNCAN, SHERMAN & CO.; those whose stock is registered at Boston, at the office of J. E. THAYER & BROTHER; those whose stock is registered at Albany, at the ALBANY CITY BANK; those whose stock is registered at London, at the UNION BANK OF LONDON, the latter at the rate of 4s. 1d. to the dollar. The transfer books, which are now closed, will be re-opened at New York, Albany and Boston, on the morning of Monday, the 24th day of February instant.

JOHN V. L. FRUYN, Treasurer pro tem.

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THE seventy-sixth semi-annual session of this well-known Institution for instruction in the Mathematical, Physical and Natural Sciences, will commence on Wednesday, Feb. 19th, 1862. A full course in Military Science is now in progress. Graduates of the Institute find no difficulty in obtaining very desirable positions as Civil, Naval and Topographical Engineers. The Annual Register, giving full particulars, can be obtained of Prof. CHARLES DROWNE, Director.

612 N. S. S. BEMAN, President.

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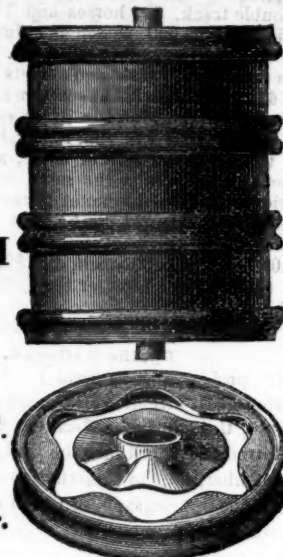
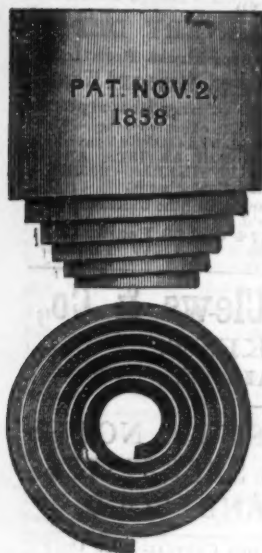
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RAILROAD MAP.

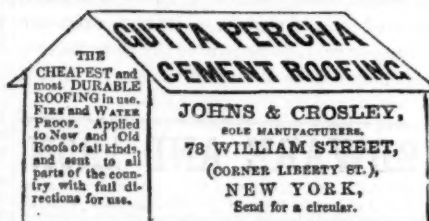
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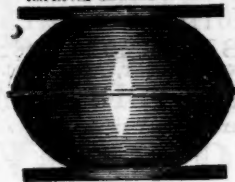
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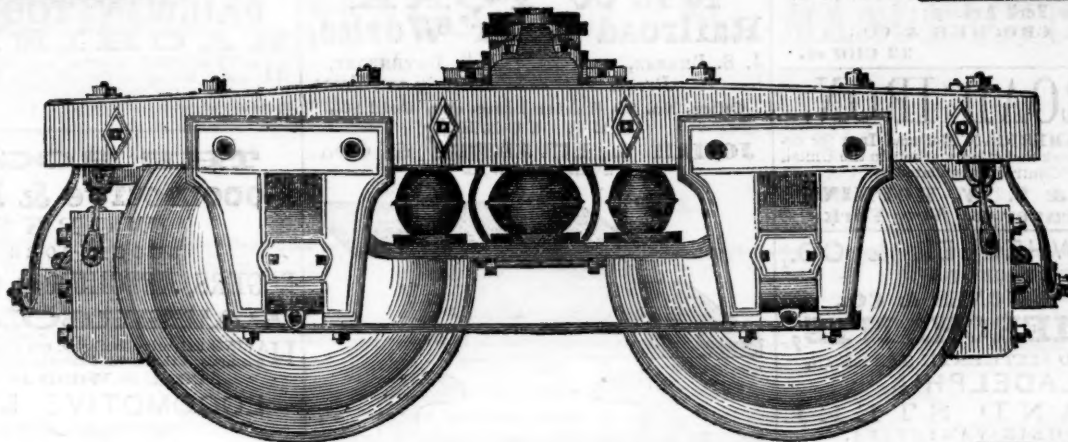
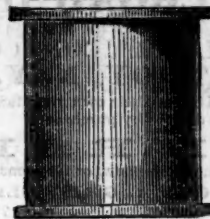


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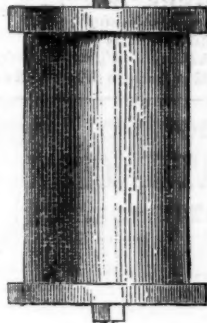
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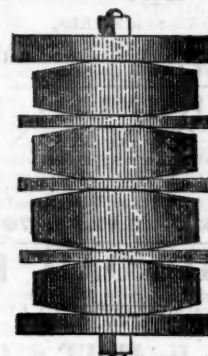
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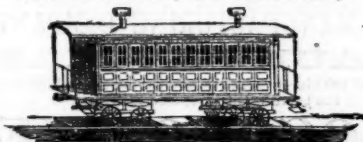
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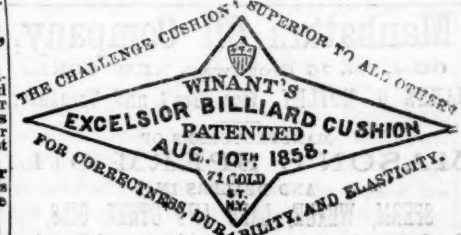
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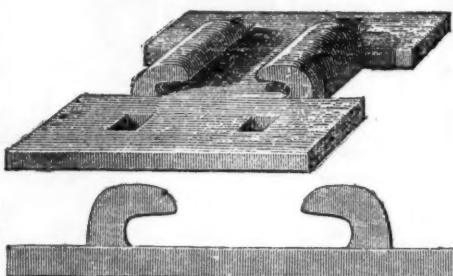
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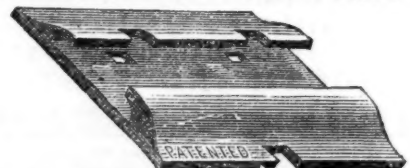
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